The New-York Times.

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FATAL RAILWAY ACCIDENT.

COLLISION SOUTH OF CHICAGO.

ELEVEN PERSONS KILLED AND THIRTY-FIVE SHOCKINGLY SCALDED AND BRUISED—A SMOKING-CAR THROWN ON THE ENGINE AND THE BOTTOM CRUSHED IN.

CHICAGO, Aug. 17.—A terrible accident occurred at 10:30 o'clock last night, near Lemont, on the Chicago and Alton Railroad, an incoming freight-train coming into collision with the southward-bound express passenger-train, almost entirely wrecking the latter, killing six persons outright and fearfully injuring about thirty-seven others, many of whom, it is said, will die.

The cars caught fire, and numbers of the injured are burned badly, while others were scalded by hot water from the locomotive boiler.

Although Lemont is only twenty miles south of this city, the accident was not known here, except to the railroad officials, until between 12 and 7 o'clock this morning, and then only to persons who happened to ascertain that surgeons had been sent for to go to the wrecked train. It is impossible to give full particulars at present, but they will be sent later.

Among those dangerously injured is Hon. J. W. Smith, Warden of the Illinois State Penitentiary.

Six P. M.—The total number of the killed and those who died of their injuries by the collision on the Chicago and Alton Railroad, near Lemont, last night, is, up to 3 P. M. to-day, eleven, and of wounded thirty-five. The following is a list furnished by the officials of the road, and is doubtless correct:

KILLED.

John Mitzler, an engineer belonging to the Baltimore and Ohio Railroad.

Two firemen, belonging to the colliding trains, names unknown.

Frank Bridges, apparently a fireman.

N. Divelbiss, Jr., of Springfield, Ill.

Thomas Morton, porter in Anderson's Hotel, Chicago.

R. J. Bross, of the firm of J. V. Farwell & Co., Chicago.

Two men whose bodies are yet unidentified.

INJURED.

Capt. John A. Smith, Warden of the Illinois Penitentiary at Joliet, badly scalded; cannot recover.

J. F. Fleury, Purchasing Agent for the Penitentiary at Joliet, fatally; will scarcely live till night.

Anton Finkelman, of St. Louis, badly; probably fatally.

Mr. McCantrell, of Chicago, badly bruised.

Wm. Mitchell, of Duck's Island, Me., badly scalded.

Alexander Monteith, of Duck's Island, badly scalded.

Thomas Strong, of Muskegan, Mich., scalded.

Thomas Crowley, of Chicago, scalded.

William Currant or Conant, of Duck's Island, Me., scalded.

J. Lemotte, of Philadelphia, badly scalded.

John Sherries, of Glasgow, Scotland, badly hurt; ruptured.

Alexander Hallsett, of Duck's Island, Me., scalded.

A. Berden, scalded.

John Whalen, of Akron, Ohio, back and hands scalded.

Henry Small, of Akron, scalded.

J. E. Cunningham, baggage man, leg broken.

James O'Neill, engineer of the passenger-train, both legs broken.

The engineer of the coal-train was badly bruised.

George Rentil, of Chicago, had his back and arms scalded.

A. C. Hickman, an artist, of Chicago, was badly scalded on the head and hands, and bruised.

Jacob Close, fatally injured.

Jacob Cordovant, of Oshkosh, Wis., will probably die.

Isaac Mills, of New-York, was slightly scalded.

Martin Carleton, of Bloomington, scalded.

Wm. Richardson, of Chicago, scalded.

L. A. Hamlin, of Dwight, Ill., slightly scalded.

John O'Keefe, of Akron, Ohio, scalded.

James T. Doyle, scalded.

John Spearr, of Chicago, scalded.

M. St. John, of Chicago, scalded.

THE TRAIN NOT ON FIRE.

The train did not take fire, as was previously reported, and all the passengers killed or injured were in the second-class car, which was also used as a smoking-car, and, with the exception of the fireman, engineer, and train-men, the casualties were all caused by steam. None of the regular passenger-coaches or sleepers were thrown from the track or in any way injured. No person in any of them was hurt.

WHAT THE OFFICERS SAY.

The following account of the accident is from the statements of officers of the road:

The regular passenger-train for St. Louis left here at 9 P. M., and consisted of a baggage-car, express-car, and three day coaches, the head one as second-class or smoking-car, and two sleepers. At 10:20 P. M., when three miles north of Lemont, and about twenty-two miles south of this city, at a curve in the road, suddenly appeared a coal-train of thirty-five cars, running at the rate of about twenty miles an hour. The passenger-train was running at the rate of probably thirty miles an hour, and neither engineers saw the other's engine until it was too late to reverse, a fact accounted for by the curve in the road, and partly by the dense fog. The two trains came together with fearful force. Being on the curve, however, both engines left the track and passed each other, that attached to the coal-train striking the baggage-car a few feet from the end, breaking the coupling between it and the smoking-car, which the engine struck square in the end, and with such force as to throw the forward end in the air, so that the engine ran under it, tearing the floor completely out and hurling the fifty or sixty unfortunates who were in the car in a struggling mass to the lower end, where there was no chance for escape, and then ensued a scene of horrors which cannot adequately be described.

A SCALDING STEAM-BATH.

The smoke-stack and dome of the engine were knocked off by the collision, and broken timbers of the smoking-car penetrated the boiler, letting loose a dense volume of hot steam, which poured into the car, blinding and scalding the helpless inmates, who with shrieks struggled vainly to extricate themselves. Meantime Conductor Russell, of the passenger-train, who was unhurt, and a number of passengers from the rear coaches, came forward and endeavored to assist the poor victims, but there was little left to do beyond taking from the wreck the dying and wounded, many of whom were fearfully scalded. Seven died soon after they were taken out, and four have since died.

RELIEVING THE SUFFERERS.

The point where the accident occurred is near what is known as the Sag, a low, marshy meadow, about half way between Lemont and Willow Spring Station, and there was not a house in the neighborhood. The unhurt passengers, however, took the bedding from the sleepers and ministered as much as was possible under the circumstances to the wounded, while Conductor Russell hurried back on foot to Lemont, and telegraphed Superintendent McMullen here for surgeons and aid. Mr. McMullen hastily got together half a dozen physicians and supplies of such articles as were necessary, and started about midnight with a special train for the scene of the disaster, arriving there about 1:30 A. M.

THE WOUNDED AND DEAD BROUGHT TO CHICAGO.

Everything possible was done for the sufferers, and at 6 A. M. the train returned to the city, bringing the uninjured coaches of the wrecked train and all the dead and wounded, except two firemen, who were left at Lemont for burial. On the arrival of the train those of the wounded who reside here were taken to their homes, and the others were taken to the hospital, with the exception of Capt. Smith and Mr. Fleury, who were taken to the West-side Briggs House. Neither of these gentlemen, it is feared, can recover.

CAUSE OF THE ACCIDENT.

The cause of the accident was the criminal recklessness of the conductor and engineer of the coal-train, whose duty it was to wait at Lemont until the passenger-train had passed, unless they had received positive orders to proceed. This the officers of the road say was not the case, and that the coal-train should have stayed at Lemont.

DISAPPEARANCE OF THE COAL-TRAIN CONDUCTOR.

The conductor of the coal-train, named Bernard, had been running the train for a year, and was considered a first-class man. He has not been seen since the disaster, and it is thought he has escaped and fled, as the last seen of him he was in the caboose of his train, which was uninjured.

THE PASSENGER-TRAIN OFFICERS EXONERATED.

No blame is attached to the officers of the passenger-train, which is said to have been on time, and had the right of way.

TRAINS RUNNING "AS USUAL."

The roadway was cleared of the wreck, and trains will run out from here to-night as usual.

ANOTHER RAILROAD COLLISION.

PROVIDENCE, R. I., Aug. 17.—A collision on the Stonington Railroad switch at Westerly, on Saturday evening, disabled two locomotives and delayed the New-York trains several hours, till the track was cleared. No one was hurt.

ACCIDENT TO A FREIGHT TRAIN.

PATERSON, N. J., Aug. 17.—A freight-train ran off the track here last night, owing to a broken wheel. Five cars were scattered over both tracks, delaying travel three hours. A westward-bound passenger-train, due at the time, fortunately, was ten minutes late, or a terrible disaster would almost certainly have occurred.

WASHINGTON.

AN EFFORT TO SECURE FREE BANKING FORESHADOWED—NATIONAL ASSUMPTION OF SOUTHERN STATE DEBTS.

Special Dispatch to the New-York Times.

WASHINGTON, Aug. 17.—Several Western capitalists, who have recently applied to the Controller of the Currency for circulation for national banks, have been refused on the ground that all the circulation authorized has been assigned. The Controller construes the law to mean that the circulation is withdrawn from his control whether it is issued or not. These Western bankers intimate that there will be a strong effort made to secure the system of free banking at the next Congress. The Controller of the Currency will, doubtless, again recommend the $25,000,000 of additional currency to be issued as a compromise between the West and the East, and that section six, of the act of July 12, 1870, which authorizes the withdrawal of $25,000,000 from the Eastern States when the entire $54,000,000 directed to be issued by that act are taken up, be repealed. The Controller believes that Eastern banking interests will strongly oppose this proposition on the ground that the circulation per capita in this country is already inordinately great. The circulation per capita as shown by an official computation of the Controller is now about $20 48.

THE CIVIL SERVICE RULES.

The *Daily Chronicle* denies that it has pronounced against the competitive civil service system, and says: "The President is not responsible for the wisdom of the plan adopted. Congress passed the law and the President is enforcing it in the only practicable mode which has ever been suggested by any responsible party. The reports of the Examining Boards are not, of course, conclusive on the question of the relative fitness of aspirants, but they can be made of some use in forming a satisfactory judgment on the subject. To that extent the plan is indorsed by the *Chronicle*, but the report of a Board of Examiners cannot be positively adopted by the President or heads of departments without violating the Constitution which makes it their duty to appoint to office. This duty they cannot transfer to others."

SOUTHERN STATE DEBTS.

The representation is made that the next Congress will be asked to assume the entire State indebtedness of the Southern States, and that Northern Congressmen of prominence have already promised their support to the measure.

THE NEW BRITISH EMBASSY.

The local Press state that ground has been broken for the site of the building for the British Embassy, which is to be erected at a cost of $103,000.

POSTAL ROUTES.

Col. John L. Routt, Second Assistant Postmaster General, has made an entire rearrangement of the postal routes embraced in the four grand postal divisions. This change became necessary owing to the great extension of the postal service in the Western States, consequent upon the development of the country.

Dispatch to the Associated Press.

THE CHIEF JUSTICESHIP.

It is stated among gentlemen connected with the practice at the bar of the Supreme Court of the United States, and who are much concerned on the subject of the Chief Justiceship, that they have positively ascertained the selection of a successor to Mr. Chase will not be made from the Bench of that Court. They are not so well advised as to the individual, but say they are satisfied that Hon. Roscoe Conkling, of New-York, can have the appointment if he desires it. But they doubt whether he would resign his position of United States Senator in Exchange for the judicial position. Beyond these non-official utterances nothing further is known here upon the subject.

TELEGRAPHIC CONNECTION BETWEEN LIFE-SAVING STATIONS.

Capt. Howgate, of the Signal Service, leaves the city to-morrow morning to make a preliminary survey for a telegraph line along the coast of New-Jersey, from Cape May to Sandy Hook, connecting with the several life-saving stations which are to be used for the display of cautionary signals. A similar survey has been made of the Massachusetts coast, and the necessary cable and wire for the desired line already ordered.

SCRAPS FROM STYRIA.

A TRAVELER'S NOTE-BOOK.

SCOTTISH RECOLLECTIONS — A HIGHLAND GILLIE—THE LAMBERGS AND THEIR DWELLINGS—A STYRIAN MANOR.

Special Correspondence of the New-York Times.

STEYER, Sunday, July 27, 1873.

"Travel improves the understanding, exalts the intelligence, removes the prejudices, enlarges the heart," and so on, as far as the moralist likes to pursue his theme. I was very much affected by the truthfulness of all such dogmatic philosophy under that head, as I sat in a quaint chair in the Castle of Prince Lamberg, in Steyer, this exceedingly hot forenoon, and looked on the wall before me.

SCOTTISH RECOLLECTIONS.

If there is one more ignorant and conceited creature in this world than a small Highland laird, it is his gillie, or his "stalker." The master of some dreary mansion, which has only been saved from entire dilapidation by the late farcied enthusiasm of Liverpool cotton-brokers and Manchester spinners for salmon-fishing, grouse-shooting, and deer-stalking—(all three delightful sports, for their attachment to which let cotton-brokers and spinners be at once anathematized and be praised)—this lord of expanses of bog and heather, stream and hill, will lead you through a few rooms, in which there are some half dozen pictures of ancestral uglinesses, to a hall decorated with the heads and horns of stags and roe, each duly labeled with the name of the lucky cervicide, and the date of the deed. "That's one of the finest heads I ever saw!" he exclaims, pointing to a Royal. "It was shot by the Master of Mucklefash, at the back of Benbalderdash, where you're to go to-morrow. Look at the cap of it, and the thickness of the horn!" and then comes the history of all the beasts in the hall, which are firmly believed to be the finest in Scotland—*ergo*, in "the whole world." The stalker will go further, and assert that there was never, is not now, and never will be, such "a hull" for stalking as Benbalderdash; that nothing on earth (and if he takes his ideas of heaven from what the minister tells him he will probably extend his remark) can compare with stalking, and that the heads on the policy of the Laird of Drumbother are the largest that ever grew on the head of mortal stag. The vice or virtue is a common one. The bigotry innate in men's minds is wonderfully, if harmlessly, exhibited in their devotion to field sports, each of which has got bands of adherents ready to die for their ladye love, be it bison, buffalo, grizzly bear, or the loud-smelling fox.

THE HOUSE OF LAMBERG.

Probably the Princes of Lamberg and their griffich predecessors were as much given that way as the rest of us, but it must be admitted that they had reasons for their love of the chase. The walls of the noble room in which I sat meditating on the exceeding heat of the day, and the utter impossibility of doing anything in such weather, and the advantages of travel, were bristling with a forest of antlers, the like of which I have never seen and never shall see again till I visit Steyer once more. The Lambergs claim a long descent, and inherit many honors. The head of the house is Hereditary Grand Chamberlain, Hereditary Grand Veneur (or Master of the Hounds, as he would be styled in England,) in Upper Austria; Hereditary Grand Ecuyer in Carniola, &c.; Hereditary Grand Marshal in the Duchy of Salzbourg; Grandee of Spain of the first class; Magnate of Hungary; Baron of many Baronies, &c., &c. They have held high places for centuries, but above and before all things they have been hunters and Nimrods.

THE CASTLE.

The castle of the Fürsts, of Lamberg, is built on a spur of the high land which runs into a sharp angle where the Steyer rushes, clear and strong, into the broader but scarcely less impetuous Ems. It is a huge, ugly building, with square clock towers and white washed walls, prison or barrack-like in its nakedness, and at its base are the narrow, lane-like streets of the old town, once capital of Styria. The walls of the castle inclose a large square, one side devoted to stables and domestic offices, but the building had not recovered the effects of a great fire which consumed one of the wings and reduced the general level by one story. In the court there is a round grass-plot and a few chestnut-trees shading a fountain presided over by a sad dog, (in metal,) who spits a jet of water out of his mouth as if he didn't like it, but the place is otherwise as bare as can be, and as dull as ditch water, except when an irruption of dogs of all degrees is directed from the stables against the infrequent stranger. An old portico, surmounted by an escutcheon of the family, on which are visible the three ostrich plumes of the Harrachs, indicates the entrance to the main staircase, which is so old that there are pieces let in to renovate the steps worn by the tramp of feet. In the hall there are some antlered heads, but there is nothing else to remark there or on the staircases. The first room on the landing is decorated by a number of English colored engravings of the horrible period when Wert first began to work, scenes from Shakespeare, "The Cottager's Home," "The Fisherman's Return," and the rest of it, and by some French engravings of still worse taste, and of no morality at all, the defects of the others being redeemed in some sort by the homely domestic character of the subjects. The woman who showed me round regarded them all with evident pride. Hence there is a long vista of rooms visible, opening one into the other, and entering the first of these I was at once struck with the eccentric garniture and furnishing, which are continued room after room for some twenty-five apartments. On the walls were fixed in triple rows the skulls and antlers of deer. The chandelier was made of antlers. The sofas, chairs, and tables were supported by antlers, and the seats were covered with the skins of deer, red roe and fallow. In intervals of this forest of horns appeared ancestral portraits of the Lambergs and their relatives. This room, which was a key to the rest, contained thirteen heads and horns on one side in a line, and this line was repeated three times, so that on each of the four sides were thirty-nine heads and antlers.

CYNEGETIC SIGHTS.

The size and spread of some of the antlers were extraordinary, and these embellishments were repeated on the walls of each apartment, and were used in all the furniture. In some apartments there were hunting scenes, in others were water-color drawings, and sketches in crayon pencil of hunting incidents. Here you see an ancient Lamberg seated with his friends in front of a rustic shooting-box perched among the mountain tops; the dead deer are lying in one corner close to the tired hounds; four servitors in jäger's dresses are sounding on brazen horns "la morte," or the summons to the banquet which is seen laid out on a table, while cooks and servants work at an al fresco kitchen. There you behold a Lamberg firing point-blank between the eyes of a rampant bear, the skin of which, stuffed, decorates the room. Eagles and lammergeyers, stuffed, decorate the chandeliers or float suspended from the ceilings. Here you come on the ancient battery of a defunct prince—his rows of rifles and smooth-bores all nicely ranged in their glass case. There you stand before the hunting suit of a Prince Schwarzenberg laid out under a glass cover, with an inscription commending his noble qualities as a man and a sportsman. There are portraits, too, of eminent horses, and Count Sandor, the famous Hungarian rider, on Lion, the winner of so many steeple-chases. There are many portraits, more interesting, of Lambergs in their mighty days, and of the sovereigns they served, and likenesses of faithful foresters and game-keepers. Among the trophies of sport continued for centuries are most curious heads of deer with malformations, such as antlers covered with sheeps' wool or a growth exactly like it; the heads on roebucks' bodies, and hybrid unnatural productions shot in the forests of Styria. The place is quite bewildering. A corridor of roes' heads and horns is followed by another of chamois, some of a size never seen now, and to be counted actually by the hundreds. What an amount of physical energy, adventure, and waste of life and time was thus presented in these dumb walls! I speak not of the animals, but of the men. The whole story of a race might be read there. The castle is in decay, the grass grows in the court-yard, the plaster and the paint drop off doors and walls. The family have almost dropped out of contemporary records, and history has lost sight of them. From the windows of the castle you look out on the mountains which tempted them to forget the world; nearer you see the rapid Steyer, which turns Werndl's wheels, and the workshops his industry has created, where they are busy turning out the weapons which work death to nobler game than the forest yields—to the man-wolf himself, the *homo homini lupus*. I sat and pondered on these things till the woman told me her dinner-hour was near at hand, and I took a last look at these long-legged Lambergs in ruffs, doublets, hose of courtly pageant, and in baldrick and *jäger kleider*, and went on my way delighted at least with the experience which will enable me to shut up my laird, when he is worrying me about his horns, with the remark, "Ah, if you want to see antlers, you must go to the castle of the Lambergs, at Steyer! There you will see something like horns."

THE SPIRIT OF THE AGE.

There is a reverse to every medal. The development of the metal industry of Steyer has not been unattended with evil. When there is a quarrel or tumult in the streets, the people say, "There are the Werndlers again." There are republican ideas abroad, and the "wicked Press" has put things into the workmen's heads which would have driven a relative of the Lambergs wild with horror. The quiet and innocence of the place, the "*pietas et prisca fides*" of old times, have given way to free thinking and speaking, and to the morals of Vienna.

W. H. R.

THE CONTINENTAL "DIVIDE."

SOURCES OF THE MISSOURI, COLORADO, AND COLUMBIA—LIGHT ON AN UNKNOWN REGION.

WASHINGTON, Aug. 17.—It is stated in the sixth annual report of the United States Geological survey of the Territories, by F. V. Hayden, United States Geologist, that there is perhaps no more unknown or more interesting geographical region in America than the different branches of Snake River and the Madison—the great water divide of the Continent. The maps now in progress will almost entirely change the geography of this wonderful region. Within a radius of ten miles may be found the sources of three of the largest rivers in America. The general elevation is from 7,000 to 8,000 feet above the sea, while the mountains whose perpetual snows form the sources of these great rivers, rise to a height of 10,000 to 12,000 feet. Moving northward are the various branches of the Missouri, Yellowstone, and Wind Rivers, which all eventually unite in the Missouri. To the south are the branches of Green River, which unites with the Colorado and empties into the Gulf of California, while south and west flow the branches of Snake River, which unite with the Columbia and empty into the Pacific. The exploration of this remarkable water-divide proves that the Madison Fork has its source in a small lake not hitherto noted on any map, and that the so-called Madison Lake belongs entirely on the Pacific Slope.

This latter lake was found to be about twelve miles long and eight miles wide. From this body of water flows a stream nearly one hundred feet wide, which, after a distance of about five miles, empties into a second lake, which is four miles long and one and a half mile, wide. The former of these lakes it has named Soahone and the latter Lake Lewis, in honor of the pioneer explorer of the North-west. At the upper end of Lake Soahone a new geyser basin was discovered, with from seventy-five to one hundred springs, many of them geysers of considerable power. The ornamentation about these springs was regarded as more interesting and elaborate than those in Fire Hole Basin. The divide between the Yellowstone Lake and Lake Lewis, was found to be about fifty feet above the former and 200 feet above the latter. This low ridge in the great water divide of the continent, has doubtless given rise to the story of the Two-ocean River, and such a stream has found its way to most of our printed maps. From the summit of the mountain the scope of vision embraced a radius of 150 miles, within which 470 mountain peaks worthy of name could be distinctly observed. The area that could be swept by the eye from this point could not have been less than 50,000 square miles, embracing every variety of grand and beautiful scenery of mountain and valley, probably without a parallel on the Continent. Ten large lakes and several smaller ones were embraced in the view, and the entire Yellowstone Park was spread out under the eye. To the east the Wind River and Big Horn Ranges, with the snow-clad summits of Fremont's, Union, and Cloud Peaks bounded the view. On the north the Yellowstone Range, with Emigrant Peak and many of the loftiest mountains of Montana were clearly seen. To the west the numerous ranges, comprised in what are called the Salmon River Mountains of Idaho, form the horizon of vision in that direction, while the mountains near Fort Hall and the Wahsatch Range completed the mighty amphitheatre. This remarkable view embraced a large portion of Wyoming, Montana, Idaho, and Utah Territories. About forty small streams, which unite and form the upper portion of Snake River, were carefully examined. The party then proceeded down the Valley of Snake River, through its remarkable cañons, examined Jackson's Lake, and the numerous streams that empty into the main river on either side.

The report contains 844 printed octavo pages.

THE NEW-YORK YACHT SQUADRON.

PROVIDENCE, R. I., Aug. 17.—Most of the New-York Yacht Squadron have arrived at Newport. At the Marine Railway, in East Providence, this afternoon, the yacht Dreadnaught was being taken up to clear her bottom for the expected regatta, when a portion of the yacht's slender keel turned over, and the yacht fell over on to the side of the cradle, which was run back to the water, when the vessel righted, with injury only to the keel.

ATTEMPT TO ESCAPE FROM SING SING PRISON.

POUGHKEEPSIE, Aug. 17.—Three convicts attempted to escape from Sing Sing Prison last night. The leader was trying to break through a window, when he was fired upon, but not hit. All three convicts were then captured and put in dark cells.

AFFAIRS IN ITALY.

NATIONAL AND METROPOLITAN NEWS.

THE CAPITAL'S SYNDICATE—THE MUNICIPAL GOVERNMENT—NEW CITY WORKS—A NECESSARY CHANGE—THE SCULPTOR CRAWFORD.

From Our Own Correspondent.

ROME, Monday, July 28, 1873.

Rome is to have, at last, a Syndic, holding his office by a regular commission from the King. Not that the municipality has been without a head, but Count Pianciani and his predecessors since the City Government reorganized, have held their places provisionally, or without the confirmation of the sovereign authority. It may hardly be necessary to mention the fact that all the Syndics are appointed by the Crown, and there are several thousand such officers in the Kingdom of Italy.

THE MUNICIPAL GOVERNMENT.

The Municipal Government of Rome is a good deal criticised, and there is certainly much yet to be done before it can be cited as a model of civic administration. But it is a vast improvement upon the one which preceded it, and much allowance for short-comings must be made, considering the great amount of additional labor which has been put upon its hands. The finances, like those of the State, are yet far from being well regulated, and some of the newspapers have found fault severely with an act of the Common Council the past week. The Apollo is the leading or Court theatre, and the large sum of 280,000 francs has just been accorded to it out of the city treasury, for the spectacles of the coming twelve months. There are thousands in Rome who have a scant supply of bread and butter, and the fact is put forward conspicuously by the organs of reform in their criticisms of this foolish use of the public money. But amusement is so much of a necessity of existence of the majority of the population that many stomachs may go empty if curiosity is fed.

NEW CITY LOANS AND WORKS.

Plans have been laid for raising the means for the prosecution of more important enterprises. The City of Rome has already negotiated with the National Bank a loan, nominally of 30,000,000 of francs, of which the net receipt amounts to somewhat less than 25,000,000. Work now in progress, projected, or partly finished, will absorb a sum of not less than 40,000,000 francs, altogether. To this is to be added a deficit in the Municipal revenue for the years 1871, 1872, and 1873, amounting in the aggregate to 7,000,000 of francs. This, added to the sum needed for extraordinary expenses, will render necessary another loan of an amount about equal to the first, or 30,000,000, with the actual receipt of one-sixth less. The largest single item is that for the *Via Nazionale*, not yet opened, except in part, and for this is allotted 6,400,000 francs. To do what ought to be done for Rome: to make it a convenient and commodious capital city, not less than two or three hundred millions of francs should be expended. Of this, the embankment of the Tiber, with an alteration of its course—if that plan should be finally determined upon—will absorb no inconsiderable proportion. All this comes under the head of public expenditure. Of projects of private enterprise there is no end, and if only a part of them are carried out, the amount of capital required will be great. I persist in saying that none of them are yet in process of execution on a grand scale. By another year it is not doubted that greater energy of performance will be exhibited. The walls of one of the large rooms in the palace of the Capitol are covered with plans of all sorts for changes to be made within the vast area enclosed by the walls of ancient Rome. Some who have written from Rome having only seen these beautifully colored designs, executed by architects and engineers, have taken it for granted that a vast amount of work is already completed. But it is necessary to visit the sites, to see that everything is yet in beginnings. A large part of the common laborers who have been engaged making excavations, to reduce the ground to a proper level for foundations and for streets, are now, during the season of heat, in their Abruzzi mountain homes.

A NECESSARY CHANGE.

In a few weeks from this, the new station of the Roman railroads, which has been for several years in progress, will be completed and in full use, to the great convenience of the public. Those who visit Rome the coming Winter will find themselves, on arrival, under the shelter of a vast roof of iron and glass, and in the halls and passages of a building worthy of the first capitals of Europe. The change will be noticed by those who make visits to Rome after intervals of years, on account of the great contrast between present accommodations and the mean and crowded nook into which travelers were huddled a few years ago. The old buildings in which we were formerly trampled upon and suffocated will soon be thrown down, and the broad area before the station added to the square and gardens, which are already partly laid out, by the side of the ruins of the Baths of Diocletian.

A REMINISCENCE.

The old station is associated with Papal passports, and the bullying and badgering of the ancient despotism. But apart from that the buildings have an interest to us on account of their having been the studio, in his last and prosperous years, of the sculptor Crawford. Our sculptor when he arrived in Rome, as long ago as 1836, was poor, but energetic and full of talent. He devoted himself to the study of his art, and labored hard. In a few years his generous country well rewarded his merit, and he was stimulated to new and nobler endeavors. He was happily married, and was rich and prosperous, and surrounded with multitudes of friends. He found for his family a home becoming to his position, in the superb patrician villa of Nigroni. By the side stood the extensive outbuildings of the palace, in partial decay. They were refitted and became the most commodious and convenient studio in Rome. The grounds of the villa, covering ancient ruins, extended almost to the city walls, inclosing an area of hundreds of acres. I remember, nearly twenty years ago, wandering with the young children of the sculptor over these grounds, until we were so far from the house as to awaken a doubt whether such extensive excursions were prudent in that remote and half deserted region. How everything is now changed! The palatial railway station and the new quarters rising around it occupy the extensive site so full of poetic and historic interest. Quite fifteen years ago the gifted artist was called away from his much-loved labors and the scene of his triumphs and his hopes. Ending his career in the full vigor of his years and of his powers, no one in the whole circle of American artists has been more sincerely mourned. His works were transferred to our country, and his studio, as I have said, became the railway station when the road was carried to that side of Rome. "You are going to Rome, and let me give you a note to Crawford," said an old Harvard College Professor. "You already know what he is as an artist, for you have seen his works. As a man, you will find him one of the most kind-hearted of your countrymen." It was all true; but the acquaintance was short, for death soon took him away from earthly friendships.

THE PAPAL ALLOCUTION.

On Friday last the Pope opened one of the windows of the Vatican and fired off a blunderbuss, but it cannot be said that it made all Rome shake. The long-expected Allocution is spoken, and the new bill of indictment made out against King, Parliament, Cabinet-Council, and the Italian people. All who have had anything to do with the making of the Abolition-of-Convents law, and any and all who may have any part in its execution, are placed under the extreme Apostolic ban, and are the objects of the "most rigorous inflictions of the Divine vengeance, and in manifest peril of eternal damnation." As this act of excommunication does not appear in the form of a bull specially prepared for the punishment of this offense against the alleged rights of the Church, but in the form of an anathema, so to say, incidentally pronounced, it does not strike quite so bluntly against the susceptibilities of the public. Most of the journals have printed the Allocution, and many of them make remarks upon it. Some indulge a slurring tone, some that of critical severity or of contemptuous indifference; all that of condemnation; but, so far as I have noticed, not a style of language exceeding the limits of decorous censure. Of course none of the newspapers of the clerical faction are here referred to, but the organs of the national party, which, it must be said, include most of those with any considerable influence in the country. The fact is repeated that the Pope has done nothing more in the present instance than twice before; first, when a similar law was voted in Piedmont twenty years back, and afterward when it was applied to the rest of Italy then under Parliamentary control. The Pope's new burst of indignation was consequently expected, and has occasioned no surprise and little disturbance. We are assured, however, that not knowing but the Pontiff's instrument of malediction might be personal to the King, and thus an offense against, or an outrage upon, the sovereign immunity, measures were taken to hinder the publication of the document. There is a limit in the Kingdom of Italy beyond which even the Pope is not allowed to go. At the same time, while he claims to be a prisoner—a darling pretense which none are disposed to deny him—in no other Catholic country in which he might find a residence would such a latitude in condemning the institutions of the country be allowed him.

PILGRIMAGES IN DISFAVOR.

The Syndic of Rome has posted up a notice prohibiting all persons, under the pretense of making pilgrimages, whether singly or in groups, from passing through the city. It is regarded as a fanaticism, not to be encouraged, and, at the present time, as a means used for keeping up political excitement, as well as detrimental to the public health. Allowing a great crowd to come together at Assisi, or other similar places, with very imperfect means of accommodation, might be attended with as serious harm as the Mussulman pilgrimages to Mecca, which have served to propagate cholera and other maladies. So far, owing to the great precautions taken, the cholera has been confined to the province of Venice; but as there are two months more of the season favorable to its extension, too much caution cannot be used.

BY MAIL AND TELEGRAPH.

It is estimated that the recent storm carried off over 1,000,000 cubic yards of the Jersey shore.

Secretary Richardson arrived at the West End Hotel, Long Branch, from Washington, yesterday afternoon.

Charles Hine, aged fourteen years, of New-Haven, Conn., was drowned while bathing in Mill River yesterday.

Frank Hare, salesman in a carpet-store in Providence, R. I., was drowned, yesterday afternoon, while bathing with his wife at Bullock's Point.

Thomas H. Minnix, of New-Haven, Conn., aged nine years, lost his hat in Mill River yesterday, and, while in the act of recovering it, fell in and was drowned.

Thomas Reynolds, aged fifty years, a laboring man, in New-Haven, Conn., was thrown from his coal cart on Saturday, and killed by a wheel passing over his neck.

Mark Quinlan, a comedian, late of the Arch-street Theatre, in Philadelphia, died there last evening at the Washington Hotel, of consumption. His parents reside in Chicago.

A large barn in Worcester, Mass., owned by Willard F. Pond, containing 100 tons of hay and a large quantity of grain, was burned by an incendiary last evening; loss, $6,000; partially insured.

Hon. Wm. M. Meredith died in Philadelphia yesterday, aged seventy-seven years. He was a very prominent lawyer, Secretary of the Treasury under Taylor, and President of the present and last Constitutional Convention of Pennsylvania.

An incendiary fire in Pawtucket, R. I., on Saturday night, partially destroyed the Monitor Steam Fire Engine Company's house; loss $700 on the building. The company lost a library and collection of curiosities, valued at several thousand dollars. At the trial of engines the afternoon previous the Monitor had won the silver trumpet.

On Saturday a foot-race for the championship of the United States and $500 was won at Providence, R. I., by Henry Crandall, of Niles, Mich., who beat Henry Stratton, of Fall River. The race between Wm. H. Young, of Philadelphia, and Edward Moulton, of New-Jersey, was won by Moulton, but declared off by the referees.

On Friday last, as the the steam-ship John Gibson was coming down the Potomac River, Isaac Lewis, a seaman, fell overboard, and before any assistance could be rendered was drowned. A gang-plank was thrown near to where he fell, the ship stopped and backed, and a boat sent to his assistance, but could find nothing but his hat.

THE PRESIDENT.

AUGUSTA, Me., Aug. 17.—The President arrived at Bangor yesterday at 2 P. M., and was warmly welcomed. The trip to Mount Desert was given up on account of a thick fog. Leaving Bangor on a special Pullman car at 7 P. M., the party reached here, and this morning the President attended divine service at the Granite Church. He will leave for Portland by special train at 9 o'clock to-morrow morning.

ELMIRA RACES.

ELMIRA, N. Y., Aug. 17.—The entries for the races at the Elmira Driving Park closed last night. The number of entries is fifty-two, and among them are some of the most noted horses in this part of the country. The trotting begins on Wednesday, the 20th inst., and continues three days. The track has been entirely overhauled, and improved in all ways and is now in splendid condition. The managers anticipate a great success.

DEFENSE OF A CLERGYMAN.

PATERSON, N. J., Aug. 17.—Rev. S. M. Hageman, of the Congregational Church, after his sermon to-day alluded to the charges against him, recently published, of having robbed the church box of a few dollars, and in allusion to some of his eccentricities. He denied in the most emphatic manner all the scandalous stories which, he said, had been circulated against him, and intimated his purpose of proceeding against his traducers. His remarks created a profound sensation.

LATEST NEWS BY CABLE.

SPAIN.

FORCES OF THE CARLISTS—THE CARTAGENA INSURGENTS.

MADRID, Aug. 17.—It is officially stated that the entire Carlist force in Spain does not exceed 2,600 infantry, 450 cavalry, and 17 pieces of artillery.

The insurgents of Cartagena have released and armed 1,800 convicts.

One of the vessels of the national blockading fleet has been disabled by a shell.

FRENCH AND ENGLISH VESSELS FIRED INTO BY CARLISTS.

MADRID, Aug. 17.—The Carlists in the vicinity of Bilboa have fired upon Spanish, French, and English vessels.

Several men on board were killed and wounded.

GREAT BRITAIN.

MR. GLADSTONE AND THE EXCHEQUER—COAL PITS CLOSED BY A STRIKE.

LONDON, Aug. 17.—Mr. Gladstone has been legally advised that his re-election to Parliament is not required by his assumption of the Chancellorship of the Exchequer.

Many coal pits in Leicestershire have been closed, several thousand miners having struck in consequence of dissatisfaction with the weighing system.

THE VIENNA EXHIBITION.

AWARDS OF HONORS, AND MODELS TO AMERICAN EXHIBITORS.

VIENNA, Aug. 17.—Besides the diplomas of honor awarded in the machinery department of the exhibition to Corliss, of New-York, and Sellers, of Philadelphia, twenty-six other United States exhibitors receive medals for progress, nineteen medals of merit, and eighteen certificates of excellence.

DENMARK.

RUSSIAN AND GERMAN IMPERIAL VISITORS.

COPENHAGEN, Aug. 17.—The Czarowitz and family are visiting the King of Denmark at Fredensberg.

The Crown Prince Frederick William of Germany has arrived at Malmö, on his way to Fredensberg.

MEXICO.

POLITICAL CAST OF THE NEW CONGRESS—LERDO'S CABINET—HIS FOREIGN POLICY.

CITY OF MEXICO, Aug. 10, via HAVANA, Aug. 17.—The Government will have the support of two-thirds of the new Congress.

The commerce of the country increased forty per cent. during the first half of this year over that of the same time last year.

Peace is prevailing in every part of the Republic.

The following changes will take place in the Cabinet on the 1st of October:

Señores F. Mejia, Minister of Finances; Lafragua, Minister of State, and Balcarel, Minister of Public Works, will withdraw. Gen. J. Mejia remains Minister of War. Two vacancies which have existed since the election of President Lerdo de Tejada will be filled. The names of the new Ministers are not yet known.

It is understood the majority of the new Congress will be opposed to all concessions to citizens of the United States.

It is reported the German Government is carrying favor with President Lerdo, the Germans wanting Lower California for mining purposes.

President Lerdo is anxious to renew diplomatic relations with England, France, and Belgium.

Señor Emilio Velasco is spoken of for Minister to Washington.

The Press is calling on the Government to explain the difficulties existing in the Mexican and American Joint Claims Commission at Washington.

The *Tropics* is the title of a new American newspaper published at Tuxpan.

Manzata, State of Michoacan, on the Pacific coast, is designated as a new port of entry.

GERMANY'S FINANCIAL PROSPECTS.

The financial prospects of the German Empire, remarks the *Pall Mall Gazette*, continue for the present to be of a most prosperous character, notwithstanding the liberality which has been displayed in dealing with all the demands of the various departments. The supplementary votes passed by the Diet, and not provided for in the original estimates laid before it, amounted to just three millions, one-half only of which was provided for by extraordinary receipts not taken into account in the original estimate of revenue.

LOST CHILDREN.

HOW THEY ARE CARED FOR—THE POLICE AS NURSE-MAIDS FOR THE MILLION.

Before the electric telegraph and the modern police, the lost child invariably caused a great commotion in the community. The bell-man was sent round, who, wielding his huge bell with a dexterity acquired by long practice, proclaimed the loss throughout the highways and byways. The good neighbors would always turn out to aid in the search, and, after hours of excitement, the little wanderer would be restored to his weeping mother, amid the plaudits and congratulations of the corps of volunteer-seekers. But to-day there is no fuss, no excitement, and, best of all, no bell. The distracted parent simply notifies the police, giving a description of the missing child, and within a very short time the mother is sent for to take her darling home.

In New-York the police arrangements in regard to this matter are carried on so quietly that it is safe to presume that the majority of people have no idea of the number of lost children annually cared for by the City authorities. From the 1st of January last to the 15th of the present month 1,728 strays were taken to Police Head-quarters, and the greater number restored to their parents or friends. Among these are included some children of a very mature age, for by a wise benevolence the law relating to lost children has been so construed as to apply to those unfortunates who, through age, have relapsed into second childhood. Poor old men and women wandering aimlessly through the streets are often picked up by the police and sent to the bureau of lost children, where they are taken care of until their friends come for them. After a reasonable length of time, if not reclaimed, they are sent to the almshouse. All children whose parents or guardians do not appear are also sent to the public asylum, which, in many instances, is a better home than that they have lost.

The books of the bureau show that the season has enough to do with the number that stray away from home. In the bright and beautiful springtime, May, with its brilliant sunshine tempts the little ones, who have been shut up in gloomy houses through the long Winter, to wander off. The following is the record of the number received at the head-quarters during the last six months:

January	29	June	305
February	48	July	294
March	165	August (from 1st to 12th)	80
April	315		
May	404		
Total			1,728

During this time 1,604 meals were furnished them. Some remained at the bureau only a few minutes, and others for some days. Their stay is regulated altogether by the discretion of the police authorities, who, by long familarity with such cases, are able to form a pretty accurate opinion as to whether their little charges will be reclaimed or not.

Among those received in the month of May last there were:

Germans	181	Russian	1
Irish	147	Polish	1
Americans	45	Welsh	1
English	11	Spanish	1
Swiss	5	Italian	1
French	4	Unknown	3
Scotch	3		
Total			404

Inspector Dilks, of Police Head-quarters, says that the children picked up belong almost invariably to the poorer classes. Parades and shows, he says, bring about a great deal of it, and that it is sometimes wonderful to see how far little mites of things will wander. He says that the poor know at once where to go to recover their children, and that when they miss them they immediately apply to the police, but that the better classes, not so well informed, will go everywhere else first; that they will walk over half the City, and send their servants and friends to search for them, and at last, by accident, perhaps, they will ask a policemen, who then tells them what to do. He says he once had two children there for a whole week. He knew, from their dress and appearance, that they would be called for, and so kept them.

It is not always, however, that the parents' grief is changed to joy, for sad accidents often occur. Only the other day the description of a fine little boy, aged eight years, was handed to the Inspector—a bright-eyed, curly-headed little fellow, dressed—so the description ran—in red jacket, white knickerbockers, striped stockings, and black gaiters. He had disappeared from his home, and had not been seen for two days. As no such child had been brought in, the police were instructed to be on the look-out for him, but he did not appear. On the afternoon that the notice was given, a policeman, passing the house in which the boy's parents resided, saw what he thought was an article of clothing, which had fallen from a window, on a box by the side of the house. He went to pick it up to restore it to its owner, and found that it was the little fellow's jacket; the boy was lying dead between two boxes. He had gone to the roof of the house to fly his kite, and had fallen, and must have been killed instantly. While his distracted parents had been scouring the City for him, he was all the while lying dead within a few feet of his home.

The writer once suggested to the Inspector that it was singular that there were so few accidents among the street children, considering their number and the crowded condition of the streets. "Ah, Sir," said he, pointing to a pile of papers on his desk, "you don't read those slips of yellow paper. Not a day passes in New-York without a child being killed by some accident." Some of the children taken in by the officers are not lost at all; they know where they live as well as anybody, but they want to be taken up and sent to the island, in order to escape from brutality at home. These little fellows, when taken to the station, profess utter and entire ignorance of the names and residence of their parents, and steadily persist in it to the last. The poor little creatures are compelled to beg and steal to furnish the rum which is the cause of all their home troubles; sometimes they succeed in getting to the asylum, and are happy. In many instances mothers, secure in the knowledge that if their children should wander away the police will take charge of them, go out either on business or pleasure, leaving their little ones on the sidewalk with strict injunctions not to go away, all of which are immediately disregarded the moment that anything that attracts their attention comes along. When the mother gets back and finds that her children are gone, she makes no outcry, she neither tears her hair nor weeps, nor wrings her hands, but quietly disposes of any business she may have on hand at the time, and then goes to the station and finds her youngsters.

The rooms in the top story of the Head-quarters in Mulberry-street are set apart for the reception of lost children of all ages, under Mrs. Webb, the matron. Many are taken there when only a week or two old. The scene upon entering the room involuntarily excites a smile, for ranged along the wall is a row of quaint little arm-chairs, and around the dinner-table high chairs are duly placed, all ready for the arrival of the little wanderers. Cradles and little iron cots, with comfortable-looking mattresses and pillows, snow-white pillow-cases and sheets, and blue check coverlets, are conveniently placed. A large stove, the mere sight of which makes one feel warm, occupies a prominent position, and the door of the bath-room—which is supplied with hot and cold water and an abundance of soap—stands invitingly open. What a blissful sight all this must be to the poor little Arab, brought in half frozen from the streets! Never, in his wildest dreams, could he imagine such a delightful place. Here they are fed and tidied as much as possible, and when they get tired and sleepy, they are put in their little beds. Many of these tiny creatures have hardly enough clothes to cover them, and are horribly dirty when taken in. The matron, with the best intentions in the world cannot attend to them as she would wish, for, as she very justly remarked, what is the use of bathing them when there are no clean clothes to put on them afterward, and when they may be called for at any moment. Once she had two girls brought in quite late on Saturday night, and the poor little things were shockingly dirty. "Now," said she, "we will have these here all day Sunday." So she went to work and washed them thoroughly, and dressed them up in some of her own little daughter's clothes. She had hardly finished when in came the girls' mother and took them away.

On the day that the writer visited the institution one of the juvenile "bummers," aged eight years, was there. A very bright-looking, red-headed little fellow he was, too. He had deliberately told the officer who took him that he did not know where he lived, yet at that very moment he was within one block of his father's house. Mrs. Webb has an abiding hatred to the masters who live on the proceeds of the labor of the little Italians. "There was a poor little scrap of a fellow brought in here by a policeman last Winter," said she, "with nothing but a few miserable rags on him, and a bundle of books under his arm. He was half frozen, (they dress them so, Sir, in order to excite the compassion of people,) so I warmed him well at the fire, and gave him his supper, and put him to bed and tucked him in, good and warm. Well, Sir, he had hardly forgotten his troubles in sleep, when here came his master, at 11:30 o'clock at night, to take him away—all dressed up in fine, he was, with gold rings on his fingers, and a gold chain about his neck. 'Are you this boy's father,' said I. 'No, Madame, me take care of him.' 'You are a scoundrel,' said I; 'yes, you're a scoundrel, a villain, a rascal!' 'Me no understand,' was all I could get out of him. And, Sir, he took that poor little fellow out of his warm bed at 11:30 and carried him out into the bitter Winter night. He wouldn't even let him sleep here until morning. I hate the whole lot of them; they're bad, cruel men."

Only a short time ago an old lady, aged eighty-two, very respectably dressed, was found begging in the streets. As she was evidently childish she was taken to the Police Head-quarters, and turned over to Mrs. Webb. Three days afterward her son came and took her home. She lived in New-Jersey, and by some means evaded the family and came to New-York. She had some money, with which she purchased the basket for her begging tour. When she was taken in charge by the police this basket was found to be half full of broken victuals.

The case of a Bohemian woman comprised a whole romance within a week. Her husband came to this country first, and after he had earned money enough, sent for her. She landed at Castle Garden, and by some means was enticed away and got lost in the streets. As she could speak nothing but her own language, she could not communicate with any one, and wandered about disconsolately, without aim or object. At last she met a good-natured German, who, although he could not understand her, divined her situation, and took her to Police Head-quarters, where she remained for a week. While she was there Mrs. Webb did her best, unsuccessfully, to find some one who could talk to her.

Meantime, her husband advertised for her in one of the German papers, and by good luck, the same German who had rescued her from the streets saw it and informed the husband where his wife was. The meeting, Mrs. Webb says, was most affecting.

It is but just to add here that everything about the whole establishment is in thorough order, perfectly clean and neat. The meals furnished the children are wholesome, well cooked, and abundant.

If the children of any of the readers of this article, should happen to have more toys than they want, or of which they are tired, it would be a good thing to send them to the Bureau for Lost Children, for there are none there, and the hours drag along very heavily with little folks when they have nothing to play with.

THE IOWA CONVENTION.

CHARACTER OF THE RECENT ASSEMBLAGE IN DES MOINES—A FARMERS' CONVENTION WITHOUT FARMERS.

The anti-monopoly convention in Iowa, so far as the farmers were concerned, was a failure. Very few real farmers were present. Not over twenty of the more than a hundred counties in the State were represented by real delegates; sixteen or seventeen counties were represented by self-appointed individuals, and sixty-five of the counties were totally unrepresented. Grinnell was prominent in it, and where he is prominent one can judge the altitude attained by those around him, and although some of the lawyer-speakers seemed fond of referring to their gathering as "we, farmers," three of the five candidates nominated are lawyers. The Des Moines (Iowa) *Register*, reviewing the convention says: "The so-called Anti-Monopoly State Convention was both a failure and a success. It was nothing but a failure in a farmer's point of view, in whose name it was called; it was a success to the politicians who originated, planned, and organized it, and carried it out. The manipulators didn't want many farmers at the convention, and they called it to meet in harvest time. Their hope and their trick proved all that they wished. There were but few farmers, and those few willing to accept of the cut and dried programme, ticket, and platform, as prepared by Grinnell, Irish, Campbell, Tuttle, Savery, Dunlavey, Signett, Barber, and others in the ring. At the hotels on the evening before the convention, the above gentleman laid all the pipes, and really held the convention. The public exhibition yesterday was merely a farce. Before the convention had met in the morning, the nomination for Governor had been tendered by the ring to Vale by telegraph. And it was also accepted before the convention had met. There was nothing left for the body but to go through the form, for the purpose of deceiving the publics. Under instructions and the dexterous manipulations of the ring, there was a show of business and debate in the convention. But it was only show. A caucus-chosen chairman was put in the president's seat; caucus-chosen committeemen for all the committees—on credentials, permanent organization, resolutions, and State committees—were read off of ready-made lists; all the main motions were made by caucus-named persons; all resolutions of any and every kind were referred to the committee without debate, and the chairman, acting by the order of the ring, arbitrarily applied the gag whenever the ring made the sign. Ring caucus never had fuller or completer sway, and managing politicians never had so easy and so thorough a conquest. The politicians are to be complimented and congratulated. Their little arrangements did work well."

HON. LEWIS D. CAMPBELL'S BACK PAY.

Hon. Lewis D. Campbell presided over a Democratic meeting in Hamilton, Ohio, on Thursday last, and in the course of the remarks he made upon taking the chair, he said: "I went to Washington when I was unable to walk two squares, and arrived in time to vote for the condemnation of the members of Congress implicated in the Credit Mobilier scandal, and recorded my vote against the salary grab or steal. Upon returning home I heard that my pockets were stuffed and bursting with the salary steal. I paid no attention to it, as I had not been in the habit of paying attention to anything emanating from the source it came from, but when the charge is made by leading newspapers, both Democratic and Republican, such as the Cincinnati *Gazette* and *Commercial*, I feel it my duty to deny that $1 has ever reached my pocket, and take this opportunity to denounce the charge as an infamous lie. The Sergeant at Arms sent a warrant on the United States Treasury for $4,200, but not $1 have I ever appropriated to my own private use, although while under my control my property has been put under the hammer and knocked down for less than half its value to pay the debts of other persons. Some may ask what I have done with it or intend doing with it. Although not having used it or appropriated it to my private use, I have control of it, and intend to keep control of it until I am shown some person holding a better claim to it than I have myself. I can assure you that I shall so act in this matter as to always preserve honesty and integrity, that there shall not be one stain upon my character to cast a stigma upon myself, upon my Democratic and Republican supporters, or upon my family, and that will cause no regret upon the part of those who have supported me or who may feel disposed to support me hereafter."

SUNDAY AFFRAYS.

John F. Murphy, twenty-six years old, residing at No. 422 East Fourteenth-street, at an early hour yesterday morning became engaged in an altercation with George Leslie, a shoe-maker, at the corner of Houston and Elizabeth streets. A fight followed, during which Leslie drew a shoe-maker's knife and stabbed Murphy in the hip, inflicting a severe wound. Leslie was arrested by Officer Laydon, of the Fourteenth Precinct Station. He was held for trial at the Tombs by Justice Hogan yesterday.

A drunken tenement-house row occurred at No. 296 Elizabeth-street between Thomas Wallace, aged fifty, and his daughter-in-law, Elizabeth Wallace, aged forty. Elizabeth struck her father-in-law on the cheek with a table-knife, injuring him severely. She was arrested and held for trial at the Tombs.

During an altercation with unknown parties at the corner of Nineteenth-street and Eighth-avenue yesterday morning, Wm. Brown, of No. 247 West Sixteenth-street, was knocked down and received a slight scalp wound.

Four Eighth Ward ruffians named John Coyle, Wm. Reynolds, Frank Iles, and Robert Murphy were arrested by the Fifteenth Precinct Police yesterday for having knocked down and brutally beaten James Hager, of No. 426 Seventh-avenue. Hager, who was drunk at the time of the assault, was found by the officers lying unconscious in Fourth-street, between Wooster and Greene, bleeding profusely from his nose and mouth.

William Nolan, twenty-three years old, a porter, and Adam Jackson, (colored,) a waiter, both employed in the Sturtevant House, had a fight yesterday morning, when Jackson struck Nolan on the forehead with an ice-pitcher, cutting him severely. Jackson escaped, and Nolan's wound was dressed by Police Surgeon Osborn.

A serious stabbing affray occurred in the Twenty-second Precinct early yesterday morning. From the meagre details furnished the Central Office, it would appear that James Brown, twenty-eight years old, residing at No. 393 Madison-street, went to visit some friends at No. 101 West Forty-first-street. Brown, on leaving his friend's house, strolled around the ward, and at the corner of Forty-fourth-street and Tenth-avenue became involved in a fight with Joseph Brennan, of No. 355 West Forty-fourth-street, and William Purdy, of No. 355 West Forty-fourth-street. During the fight Brown was stabbed in the breast and abdomen and seriously wounded by either Brennan or Purdy, both of whom were arrested. Brown was attended by Dr. Dumont, and taken to No. 101 West Forty-first-street, where he now lies under medical treatment.

CORONERS' CASES.

The military authorities of Governor's Island reported to the Coroners' office yesterday that the drowned body of a female child had been washed ashore at the island. Coroner Young assumed charge of the case....The body of an unknown man was found in the North River at the foot of Seventy-fifth-street yesterday morning. No marks of violence were discovered on the body, which presented the appearance of having been but a short time in the water. The man was about forty years old, five feet eight inches in height, with sandy hair and all-round whiskers; wore a red plaid shirt, black coat, vest, and pants, and shoes with nails and tips. The body was taken to the Morgue.

PORTLAND FIRE INCIDENTS.

SCENES IN FRONT-STREET—THE CITY BY NIGHT—INCENDIARISM.

Oregon papers bring full details of the ravages of the fire in Portland, on the 9d inst., but there is little of importance in addition to what was given in the very full telegrams to THE TIMES. Some incidents of interest, however, are embraced in the accounts, and we quote the following: "The scene on Front-street, at 7 o'clock, was most painful. Families who had been driven hurriedly from their homes were seated on the sidewalks north of Taylor-street. Several had saved a few articles of furniture and apparel, but many waited until the last moment, thinking their place would be fortunate enough to escape, and they were devoid of almost everything, some even having no more raiment on them than would cover their bodies. Swarms of Chinamen, driven out of their rookeries, were hurriedly scampering away with large bundles, mats of rice, and even furniture, and packing it on the streets in what they supposed would be places of safety. Merchants were throwing their goods out on the streets and dispatching them to the northern portion of the city on drays. In some places the throngs of wagons were so great as to obstruct the streets. Hurried cries and yells, the crash of falling buildings, the smothering heat, the roaring of the flames, and the screams of river steamers and the fire-engines made a scene of confusion never before witnessed here. Every person seemed to think that the greater portion of the city would be destroyed, hence all were willing to help save as much as possible. Barges were towed alongside Carter's wharf, and large quantities of merchandise and household articles were placed aboard them, and each, as soon as filled, was towed to the middle of the stream. Everything that could float was utilized, in fact, and made to do good service. By 7 o'clock the entire upper portion of the city seemed a vast cloud of fire, and its roaring was louder than that of a Niagara. The heat was so great that pigeons flying high in the air, in terror dropped dead on the ground. The firemen were struggling manfully everywhere, but nearly three hours of the most arduous labor had completely exhausted them, so the Chinamen were seized and set to work on the brakes.

We rode over the burnt district immediately after the cessation of the fiery storm, and thought the scene presented then was desolate enough, yet it was comparatively tame to its aspect by night. Glancing the eye along the river front, remnants of the wharves could be seen burning brightly; and in front of them masses of embers glowed and cast a ghostly light on the very few ruins left standing. The latter were confined to the shattered walls of three or four stores and an occasional chimney which could be detected in most cases by the mass of coals at its base. For a space of about thirty acres everything gave indications of a fiery desolation, and the group that now and then sought some special place, apparently in search of some object, made the desolation seem the more striking. Leaving this spot and proceeding to Third-street we encountered large quantities of merchandise, furniture and general household articles scattered along the sidewalks, and seated them a family group discussing its future welfare. Several of these were quietly sleeping near what property they were fortunate enough to save, while other parcels were under the watchful eyes of special policemen. Groups of women could be heard discussing spiritedly the scenes they had witnessed, and up to a late hour these could be seen on the quiet streets, their talk and enthusiasm apparently undiminished. Some regular policemen were encountered on the back streets but all were mounted, being apparently fearful that some drunken or wicked scoundrel might attempt another conflagration. The entire tableau was indicative of an unusual occurrence, in which misfortune, excitement, vigilance, and impending danger, seemed to be mingled.

Two false alarms were sounded in the afternoon, but both proved to be false. One, that the Occidental was on fire, caused intense excitement, and the hurry and scurry of the forenoon were again revived. People were rushing frantically around, bells were clanging and engines screaming; but when it was found that the alarm was false, all was tranquil again in a few moments. One fire, that, but for the fortunate circumstance of its being detected, would have proved more serious than the first, was started in Condon's stable, on the corner of First and Vine streets. This stable was filled with hay and surrounded by wooden houses, so that if the flames got under headway once, nothing could check them until they would reach, in one direction at least, the most northerly point of the city. The smoke was seen to issue from the place by four men, and they tore away the outer portion and suppressed the fire, which was just commencing to glow among the hay. This was undoubtedly the work of some scoundrel who wished to see the city destroyed; but the rascal escaped, and a fortunate circumstance it was for him, for, in the temper of the people, he would have been dangling from a lamp-post in a few minutes after detection. One man was arrested on suspicion, or rather on the ground that he used violent and abusive language on the street in reference to this fire. Some merchants, in speaking of the matter, were interrupted by this fellow, with the remark that the city ought to be burned down as long as they kept the Chinamen here!" This expression so provoked one of the merchants, that he went for his pistol, but the man was off ere he returned. A strong effort will be made to find out the fellow who attempted this piece of dastardly outrage, and if caught his fate will be most unenviable. No alarm was sounded for this fire, and very few people were made aware of it, for fear of undue excitement about incendiarism."

ROYALIST MOVES IN FRANCE.

"It is reported to-day," writes the Paris correspondent of the London *Times*, on July 30, "that the Comte de Paris has left for Frohsdorf to seek an interview with the Comte de Chambord, and if the report be not at this time true, it is likely to become so within a day or two, unless, indeed, at the eleventh hour, a conviction of the hopelessness of the journey should force itself on him and change his intention. It is hardly necessary to say that the object of Louis Philippe's grandson in making this visit is to attempt once more to bring about the fusion. The Comte de Chambord's bigoted and eccentric notions are a sufficient guarantee that this attempt, like previous ones, will prove a failure. There are persons who believe that the Pope alone might have the power of inducing the representative of the elder branch of the Bourbons to come to terms, and it is in connection with an idea of this kind that an intention has lately been repeatedly attributed to the French Government of endeavoring to obtain from Italy, by diplomatic means, important concessions in favor of the Pope—concessions so important, indeed, that the mere idea of their ever being obtained excites a smile. Moreover, would the Comte de Chambord abandon his obstinate determination even at the bidding of the Pope? French Kings have not always shown themselves docile to Papal exhortations in matters that concerned themselves and their rights. It is not surprising if the de Broglie Cabinet does its utmost to promote a fusion, in the possibility of which scarcely any one believes, for it seems its only chance of escaping from the vicious circle in which it now moves. In its dilemma, whichever way it turns it is confronted by defeat. If it tried to bring in an Orleans Government, whether with the Comte de Paris as King or the Duc d'Aumale as President, sixty or seventy of the Legitimists and thirty to thirty-five Bonapartists would at once vote with the Left. This is quite certain; the 'Crusaders' make no secret of what their conduct would be in such a case. It must be remembered when the question of form of government shall be raised that the Opposition is 320 strong, and that the majority for Government could not be reckoned as much over sixty, so that the most delicate handling is necessary with an Assembly divided as this one is. The Opposition depart in excellent spirits. They reckon that the constitutional laws must be brought forward soon after the recess, and they build on the chances of the conflict and on the consequences of the incapacity they attribute to the present Government."

THE ASHANTEE ARMY.

Prince Ossoo Ansoli, an uncle to the Ashantee King, but educated in England, has supplied to the *Times* an account of the organization of the King's army. The present King is named Koffee Calcalli, and is eighth of his dynasty, a light man, scarcely darker than a Spaniard, and of some ability, but no education. He can bring into the field about 100,000 men, commanded usually by their own princes, under a kind of feudal arrangement, but he has trained Generals also, who accompany him in his battles. His men are armed with long muskets, short carbines, and pikes, are divided into regiments, and are fed usually by the King, who has enormous wealth in the way of provisions. The King's revenues are derived principally from his gold mines, and a royalty over the gold belonging to his subjects, sources of revenue which, if we are compelled to destroy him, should be immediately annexed. Altogether, remembering that many of his subjects are really hostile, he would appear to be as powerful as an ordinary Indian Prince, and might require 3,000 Europeans and about 10,000 Houssas and Fantees, with a battery of artillery, completely to destroy his régime. By the latest accounts he was still within twelve miles of Cape Coast Castle, not attacking, but not venturing to retreat—a difficult feat for an Ashantee, who depends a good deal for his sovereignty upon prestige.

THE POOR CHILDREN'S FUND

THIRD STATEMENT.

COST OF NINE EXCURSIONS—PRESENT CONDITION OF THE FUND—13,417 CHILDREN CARRIED AWAY FROM THE CITY FOR A HOLIDAY.

We present, to-day, the third regular statement of the Poor Children's Excursion Fund, showing the receipts and expenditures up to date. The total amount of the Fund for the current year is $9,547 73, of which there has already been expended for nine excursions the sum of $5,979 40. The whole number of children given a pleasant holiday on these nine picnics was 13,417, the pro rata cost for each boy and girl being about 44½ cents.

RECEIPTS.

Statement of Fund.

1873.		
June 1	On Deposit with National Trust Company	$3,488 66
	1—Accrued interest to date	178 49
	9—Contributions received	648 50
	10—Contributions received	46 00
	11—Contributions received	40 00
	13—Contributions received	188 00
	17—Contributions received	42 00
	18—Contributions received	56 00
	19—Contributions received	41 35
	20—Contributions received	125 50
	22—Contributions received	73 00
	24—Contributions received	114 10
	25—Contributions received	119 00
	27—Contributions received	65 67
	28—Contributions received	48 00
	30—Contributions received	565 00
July	1—Contributions received	213 25
	4—Contributions received	160 50
	9—Contributions received	87 25
	11—Contributions received	75 00
	12—Contributions received	64 00
	15—Contributions received	193 65
	18—Contributions received	215 00
	19—Contributions received	78 50
	21—Contributions received	20 25
	22—Contributions received	56 00
	23—Contributions received	126 00
	25—Contributions received	1,090 00
	26—Contributions received	36 64
	29—Contributions received	59 00
	30—Contributions received	260 50
Aug.	1—Contributions received	47 00
	4—Contributions received	85 00
	5—Contributions received	49 80
	8—Contributions received	650 00
	7—Contributions received	48 15
	11—Contributions received	25 00
	14—Contributions received	11 36
	18—Contributions received	60 61
Total		$9,547 73

Deposit Account.

June	1—Reserved Fund and interest	$3,667 15
	17—Deposited with Trust Company	964 50
	26—Deposited with Trust Company	528 95
July	3—Deposited with Trust Company	891 92
	11—Deposited with Trust Company	322 25
	18—Deposited with Trust Company	539 15
	24—Deposited with Trust Company	1,000 00
	25—Deposited with Trust Company	302 75
	31—Deposited with Trust Company	403 14
Aug.	7—Deposited with Trust Company	830 95
	15—Deposited with Trust Company	36 36
In hands of TIMES Cashier		60 61
Total		$9,547 73

EXPENSES.

Drawn from Treasurer.

June	17—To cash	$700 00
	26—To cash	700 00
July	3—To cash	700 00
	11—To cash	600 00
	18—To cash	600 00
	24—To cash	700 00
Aug.	1—To cash	700 00
	8—To cash	700 00
	15—To cash	600 00
Total		$6,000 00

Excursion Expenditures.

July	7—Current expenses to date, published in detail July 7 and 28	$3,934 93
	29—Printing	15 20
	Badges	9 60
Aug.	2—Barge, tug, and boat	135 00
	Band	65 00
	Punch and Judy	10 00
	Steward's stores	16 20
	Repairs	9 00
	Citric acid	9 00
	Lemons and limes	14 50
	Cartage and expressage	5 85
	Steward and waiters	35 00
	Extra help	5 50
	Medical stores	2 88
	Coffee	2 04
	Wharfage	2 00
	Petty cash	15 10
	Sandwiches and cake	178 87
	Ice-cream	70 00
	Milk	21 60
	Ice	3 00
	Sugar	26 67
	6—Printing	37 00
	8—Barge, tug, and boats	136 00
	Band	65 00
	Punch and Judy	10 00
	Ribbons and badges	21 00
	Steward's stores	16 90
	Ice-cream	84 00
	Milk	18 00
	Ice	3 00
	Citric acid	6 00
	Lemons and limes	15 40
	Cartage	6 50
	Steward and waiters	40 00
	Extra help	4 50
	Medical supplies	2 80
	Coffee and tea	3 34
	Wharfage	2 00
	Sandwiches and cake	189 78
	Petty cash	16 59
	Printing	15 00
	Sugar	25 97
	Repairs	7 00
Aug.	1 6—Barge, tug and boats	135 00
	Band	65 00
	Punch and Judy	10 00
	Steward's stores	23 80
	Repairs	7 50
	Citric acid	3 00
	Box lemons	13 00
	Cartage	6 20
	Steward and waiters	42 00
	Extra help	8 00
	Medical supplies	4 90
	Coffee	2 04
	Wharfage	2 00
	Ice-cream	94 00
	Milk	19 20
	Ice	3 00
	Sandwiches and cakes	196 42
	Petty cash	18 70
	Extra lemons	5 00
	Extra sugar	8 00
Total		$5,979 40
Balance in Manager's hands		20 60
Total		$6,000 00

Recapitulation.

Aggregate of Fund	$9,547 73
Amount expended	5,979 40
Balance in hand	$3,568 33

THE NINTH PIC-NIC.

The gloomy dawn of Saturday morning hardly presaged the delightful day which favored the 1,827 children of the Tenth Ward. As the bright sun came out, so came they. They swarmed, legions of them, to the Eldridge-street Station-house. They came as the City clocks struck 7, an hour before their cards of invitation announced the time of assembly. They came singly; they came in pairs; they came in dozens, and in troops. They filled the street for five blocks. Such a dense mass of infantile happiness made the dingy street grow bright. Not the glad sun itself was brighter than the children's faces.

Speedily were they formed, and with the Governor's Island Band at the head, marched through Eldridge and Division streets, down Market-street to the dock, and then briskly trooped on board the barge. Capt. Ward couldn't think of going. He had dire forebodings of manifold disasters, and conceived the care of 1,800 little ones beyond human power. But he was morally dragged to his fate. Except his own, he thought he had never seen more orderly children. And they were very good. Discipline was evolved by perpetually keeping them on the move, not telling them to do anything, but to "go for" something. First came the breakfast, then sandwiches, and cake, and ice-cream and lemonade, and green boughs, and all sorts of delights.

The large majority of the boys were decently dressed, evidently in their Sunday best; the girls were still better. Very few among them but were neatly, even gayly, attired, and in point of intelligence they left nothing to be desired. Yet they were all the children of poor parents; they had been gathered at the station-house to get their tickets, and the streets of the Tenth Ward were swept clear to gather them together. Possibly the reason for this unexpected neatness of attire and orderly behavior may be found in the fact that they were nearly all the offspring of frugal German parents—quiet and good citizens, albeit poor in this world's goods. Soon the Chicago was opposite Blackwell's Island. Every boat passing had saluted, some with a shrill whistle, others with hearty cheers, and every salute had been appropriately answered. The denizens of the island turned out to view the passing boat. The bakers left the great bake-house by the shore, and swarmed over the dock. They were all white, and waved white caps, whereat the hundreds of boys aboard shouted and stamped, and the girls clapped their hands and laughed. So did the bakers. Further on gangs of prisoners laboring on earthworks were passed. They stopped work and looked fixedly at the freight of happiness passing before them. But they did not cheer. A lusty hurrah is something which only free men or happy children are capable of. They were neither, and the boat passed on, leaving them at their work in silence. Then the band struck up, and the girls by natural instinct fell to dancing, and the boys above began to stamp after their fashion.

And how the children took to the police! There was Officer O'Connor, stout, with a grizzly red beard, broad-chested and strong-armed, he could embrace seventeen little girls at once; he belonged to the Twenty-sixth Precinct, and his eye twinkled with a peculiarly humorous twinkle, such as a man might have who for years had seen the various ways of life around the City Hall. With him were brother Officers Sandford, and Hunt, and Fisher, and Bendon. Officer Bendon had grown an iron-gray beard in the same precinct; therefore he had the same twinkle in his eye. He looked upon the little girls as if they were his very own. One little midget was found in a corner, sad and seasick. Tenderly she was carried to the cabin and laid on a bed, where soon she fell asleep, and was watched by a little deformed girl, her companion throughout the day. It was a sight to see Officer Bendon when the boat neared the dock at Oriental Grove. His gray beard streamed out like a meteor, shedding a benign influence on all around. His eye twinkled as a star. He affixed a white handkerchief to his cane, a banner for the little girls to follow. He placed himself at their head, and raised the standard over his shoulder. Then he shouted with awful staveness, "Fall in line!" and all the little girls did so. "March," cried Officer Bendon, and he strode forward with martial stalk, leading the little girls off the boat on to the long pier, each getting a sandwich as she passed out, and the drum beat away till the last boy had landed.

Once on shore, away went the children into the water, the boys like rapturous frogs, the girls away off, while two boats cruised in case of accident. Then came Mr. Punch's reception, and his domestic troubles with Judy. After two hours of this, and rambling in the woods, the tug whistled "Home Again." The 700 little girls, many under five, were, as before, sent on the lower deck. Then came the fun for the boys above.

Honor to Roundsman Mead, of the Twenty-sixth. He was a platoon in himself. Officer Henken, too, otherwise Butts—a sobriquet expressive of his exceptional rotundity—and Officer Smith, of the Tenth, tall and spare; and Sullivan, of the same, stout even as Butts, or Henken; these linked arms, and starting a roaring song paraded the deck, and all the boys followed them four abreast, and roared out the chorus. Then, Order, boys, order! "Well, I have a good song," All were still, and Officer Smith sang "The Little Ones at Home," and the boys sang the chorus with much feeling and correctness. Then the boys sang. Then came ground and lofty tumbling, and clog-dancing, and then the band. The roll of honor would not be complete without the names of Officers Kelly, Dyer, McNamara, Schwartz, and Latham, and Sergt. Breedenburg; their work was well done.

The dock reached, came the only unpleasant incident of the day. While the children were filing off from the boat, the head of the column, preceded by the manager and some half-dozen officers, was away up Market-street, a ruffian with a loaded coal-cart (it was No. 1, from Dalton's coal-yard) drove right into the column, scattering the children in all directions, while the scoundrel swore at them in the choicest Billingsgate. No policeman happened to be near enough to prevent it, but a second man who seemed inclined to do the same thing was a little too late; an officer was after him before he knew where he was. The line closed up and marched up to Eldridge-street for dismissal, bearing a forest of boughs. The way was lined with cheering thousands. The children shouted out their acknowledgement of the happy day they had spent, and with one ringing "Good night," dispersed. The street was cleared like a flash. They were all off home, brimful of news.

The expenses during the day amounted to $696 96, the pro rata outlay for each being about thirty-eight and two-fifths cents.

FUTURE MOVEMENTS.

The tenth excursion will be given on Wednesday next, the 20th inst., when the children of the Twenty-ninth-street Wayside Industrial School, and a large number of boys and girls from the Seventh Ward will participate. It will be given in the name of the bank clerks, who contributed $630 for the expenses. The school children will first embark on the North River side at an early hour, and the barge will then proceed to a convenient wharf to receive the East Side children. As soon as the entire party are on board they will proceed to Oriental Grove, the scene of so many of our picnics, it being admirably adapted to the purpose.

The date of the eleventh excursion is fixed for Saturday next, the 23d inst., when it is proposed to take the poor children of the First, Second, and Third Wards to Oriental Grove. They will be joined by the children of the East Thirty-first-street Mission School.

As the season is rapidly drawing to a close, we also intend to give two excursions next week, one on Wednesday, the 27th inst., and the other on Saturday, the 30th. An invitation to visit Far Rockaway has been received from Mr. A. D. Failing, proprietor of the Sea Side House, and duly accepted. The twelfth excursion will be to that place.

THE FUND.

The following additional contributions to the Fund are duly acknowledged. They are also included in the Treasurer's statement:

F. H. S.	$20 00
Toba	10 00
Children of First Baptist Church Sunday-school, Springfield, Ill., (per May Clinton, teacher)	10 00
Children of Tarrytown Heights Hotel	5 61
Wm. M. G.	5 00
Harry Beadleston	5 00
Gunny Beadleston	5 00
Total	$60 61

THE BROOKLYN REFORMERS.

A call has been issued for a meeting of the Brooklyn Committee of One Hundred on the first Monday in September. It is probable that the committee will be reorganized for the Fall campaign, as a few of the members have announced their intention of retiring. The association will retain its chief supporters, however, and its influence is not likely to be lessened in the future. The subject of increasing the membership to 250 on a basis providing for the representation of each ward will first claim attention, but it is understood that the proposed increase meets with considerable opposition, the ground of objection being that the association, reorganized as proposed, on the basis of ward representation, would be regarded as an independent general committee, and it has even been suggested that an association of such proportions and organization on so general a basis might be regarded as the forerunner of an effort to form a new political party, although such is not the intention of the association, which is composed to some extent of the representative men of both parties. The committee will also consider and probably combat the claims of certain members of the Annexation Commission that the act creating the latter confers powers on the commission to change the city charter or to make a new charter for the city, as consolidated with the county towns. Some of the members of the Committee of One Hundred have been spoken to on the subject, and were unanimous in asserting the opinion that the act simply required the Annexation Commissioners to prepare a plan for the consolidation of the Kings County towns with the City of Brooklyn. The question has already given rise to considerable discussion, but will probably remain undecided until the completion of the work of the Commissioners. It is thought not unlikely that the latter may be able to agree upon some plan of consolidation conforming to the present charter, thus accommodating the plan to the law, instead of preparing a plan first and amending or proposing to amend the charter to suit the changes proposed.

PNEUMATIC TELEGRAPHY.

At the last sitting of the French Academy of Sciences, MM. D. Tommasi and

SUNDAY'S NEWS.

The following is a summary of the news that appeared in yesterday's TIMES:

FOREIGN.

The imperial family of Russia will assemble to formally receive and welcome the Duke of Edinburgh, who goes to St. Petersburg in December next. The marriage of the Duke with the Grand Duchess Maria will take place in the following month.

Several failures in the Liverpool cotton trade were announced on Saturday.

The weather was very warm in London on Saturday, the thermometer marking 85°.

The Emperor William, of Germany, who is now sojourning at Gastein, gave audience on Friday to Dr. Philip Schaff, the bearer of cordial greetings to his Majesty from the New-York General Conference of the Methodist Episcopal Church. In his remarks in reply the Emperor dwelt upon the necessity of Christians working together in order to combat infidelity and superstition.

There is no truth in the report published lately in several Paris papers that Metz would be restored to France through the influence of Russia.

Thiers arrived in Belfort on Friday, in accordance with a promise long since made to visit that town after it had been evacuated by the German troops. The inhabitants were very enthusiastic in their demonstrations of welcome to the distinguished visitor. The town was decorated with flags, and in the evening was brilliantly illuminated. Later in the night the ex-President was serenaded at his hotel.

The *Courrier* of Saturday anticipates that the capture of the steam-yacht Deerhound by a Spanish man-of-war will involve the Governments of England, France, and Spain in a diplomatic correspondence, because the vessel which seized the Deerhound assumed British colors, and the capture was effected in French waters.

HOME.

There was nothing further developed on Saturday, at Washington, about the Wawasset disaster.

The recent issue of eight per cent. certificates of the District of Columbia Government, instead of having fallen to a very low figure, according to an extravagant rumor, daily commands higher prices in the market.

The Secretary of the Treasury on Saturday ordered the redemption of $15,000,000 more of the five-twenty bonds in November, under the act of July 14, 1870.

The balances in the Treasury at the close of business on Saturday were as follows: Currency, $10,238,705; special deposits of legal tenders for the redemption of certificates of deposit, $35,230,000; coin, $89,966,119, including coin certificates, $43,513,300; outstanding legal tenders, $356,000,000.

The New-Orleans Cotton Exchange Committee report that a crop rather above the average in quality and considerably in quantity may be expected.

A lynching party at Fulton, Me., on Saturday, hanged Peter Keeder, a horse-thief. They also mortally wounded Col. Low, the Sheriff, and seriously wounded the prosecuting attorney, John G. Provines, editor of the Fulton *Press*, John Watson, a merchant, and a young man named Dunbar, who were assisting the Sheriff to guard the prisoner.

Secretary Delano and Indian Commissioner Smith left St. Paul, Minn., on Saturday, to visit the Sissiton Indian Agency.

An incendiary fire at 2 o'clock Saturday morning burned a bakery, grocery, agricultural warehouse, and a saloon, at Sedalia, Mo. Loss, $15,000.

A fire in Bedford, Mass., Saturday morning, destroyed Thomas C. Stiles' barn, with five cows, two horses, and about sixty tons of hay. The fire is supposed to be the work of an incendiary.

Lieut. Babcock, of the Fifth Cavalry, reports to Gen. Sherman, from Camp Apache, Arizona Territory, under date of June 28, that on the 16th of June, with a company of thirty-two men and eighteen Apache soldiers, after following the trail for seven days, he overtook a body of Apache Indians in the mountains, near Tonto Creek. A fight ensued, during which fourteen Indians were killed, and five women and a child captured.

While George Cuzner, James Manning, and Patrick Costello were working on the new High-street Baptist Church, on Saturday, at Lynn, Mass., the staging gave way, and they, with 600 pounds of brick, were precipitated a distance of seventy-eight feet. Cuzner was fatally, and the others seriously, injured.

One death from cholera, the first case in Louisville, Ky., during the past two weeks, occurred Saturday.

The number of deaths in St. Louis, Mo., for the week ending Saturday evening, is reported by the Board of Health at 206, of which nineteen were from cholera, and twenty-six from cholera morbus.

The women Lowenstein and Weston, taken to Albany from Brooklyn on suspicion of implication in the Weston murder, were subjected to an examination on Saturday. It is thought Mrs. Weston will be able to show that she took no part in it, but, on the contrary, was taking steps to arrest Emil Lowenstein on a charge of robbing her husband.

Judge Black, of Quebec, died at Caconna, Saturday morning.

The City of Washington wreck, as she lies stranded, was sold at auction on Saturday for $4,200.

The first bale of this year's cotton received at St. Louis was sold at auction at seventy cents per pound.

Mrs. Ellen McKenny, of Chicago, poured kerosene on her fire, and herself and four-year old child were burned to death.

An explosion occurred in the Sackville Mill, Halifax, N. S., Saturday morning, killing a man named Chase, and seriously injuring another.

Immense clouds of grasshoppers passed over Omaha on Saturday, southward. A great number of them alighted, and have commenced eating the corn.

The Supreme Council of the Templars of Honor closed its session at Providence, R. I., on Saturday, and adjourned to meet in Albany, Aug. 17.

In the trial of Henshaw, for murder, at Winchester, Ind., the jury returned a verdict of acquittal, after being out half an hour.

At Quincyville, Ill., James Hancock, a well-to-do farmer, living near Newtown, Adams County, while, as it is supposed, insane, cut his wife's throat, and then hanged himself.

A collision which resulted in the total demolition of fifteen or twenty freight-cars and two passenger-cars occurred Saturday night on the Chicago and Alton Railroad, six miles south of Bloomington, between a freight and excursion train.

On Saturday afternoon, as the Philadelphia and Reading Railroad passenger-train, bound westward for Mahanoy and Ashland, was approaching Metzer's Switch, three miles above Tamaqua, it was run into by a special train consisting of an engine and passenger-coach. The engines were demolished.

LOCAL.

The Atalanta Boat Club held their twenty-fifth annual regatta at Harlem on Saturday.

The members of the Eighteenth Ward Council of Political Reform held their first meeting on Saturday evening, preparatory to the Fall campaign.

The West End Jockey Club of Long Branch had a most successful race-meeting on Saturday.

Saturday was the last day of the very enjoyable races at Saratoga.

The steam-ship Celtic, of the White Star line, which sailed on Saturday, carried out the first bale of cotton of the new crop of 1873, shipped by Messrs. Lehman Brothers, of this City.

Prof. W. H. Donaldson, who is to accompany Prof. Wise in the *Graphic* balloon, started on Saturday morning for Long Branch in the canoe which is to be taken on the aerial voyage. He will return to-day.

A few of the stalls in Catharine Market were removed by the occupants on Saturday evening. The owners of the stands in Peck-slip waited on the Board of Health, and, from representations as to the loss they would sustain on stock by an immediate clearance, they were given until to-day to take them down.

It was reported in political circles on Saturday that the Police Commissioners of Brooklyn had changed their intention of reappointing Chief Campbell.

Controller Green reports the following amounts paid on Saturday into the City Treasury: Assessments for street openings and improvements and interest, $2,892 01; arrears of taxes and assessments and water rents, $6,855 47; Croton-water rents and penalties, $3,065 40; licenses Mayor's office, $80 75; market rents and fees, $2,608. Total, $15,501 63.

The New-Rochelle Yacht Club have leased Huckleberry Island, in Long Island Sound, on which they contemplate the erection of a handsome club-house and intend to construct a substantial dock.

A suit has been commenced against Simon Hawes, of No. 196 Chatham-street, in the United States District Court, to recover a penalty of $70,000 for alleged undervaluation of imports.

The counsel of Carl Vogt has received a communication from the Secretary of State, to the effect that the Department of State is governed by the decision of the Department of Justice, and that Vogt cannot be surrendered to the Prussian authorities.

Counsel for Platt & Boyd, of Nos. 79 and 81 Murray-street, made a return on Saturday to the suit commenced against them in the United States District Court, for the recovery of a penalty of $1,000,000, the amount of alleged undervaluation of imports.

A civil-service examination was held in the New-York Custom-house, on Saturday, to fill two vacancies in the office of Deputy Collector.

THE ARCTIC REGIONS.

M. Daubrée has communicated to the French Academy of Sciences a letter he had received from M. Nordenskiold—a letter dated, Mossel Bay, in north latitude 79 54, where his expedition had wintered. This letter, written in March, was sent from Tromsoe on the 7th ult., and is three months earlier than the telegram received about six weeks ago. The writer states that although the month of September proved so extremely cold as to lead to the belief the Winter would be very severe, such was not the case, and the thermometer did not range lower than what it would in the central part of Sweden. The sun set on the 20th of October, and did not rise again until the 21st of February. One of the most curious phenomena observed during this long night was the luminous foot-print left at every step in walking along the beach, within the space comprised between high and low water. This light is intense, and bluish-white; it is caused by myriads of small crustacea, whose element is snow moistened with sea-water; they will bear a cold of 100 centigrade below freezing point. At that temperature any heavy body dragged along on the snow will leave a long trail of light behind, the effect of which is magical. All the terrestrial animals of those regions disappear during the Winter, and not even birds are to be seen. No norary variations of temperature occur during this season. Owing to the prevalence of south winds, the northern part of Wyde Bay, west of Nordenskiold's station, got quite open in the beginning of November; and the same occurred several times at Mossel Bay, but only to freeze again a few days after. Lieut. Parent, of the Italian Navy, and Dr. Wykander have been studying the aurora borealis and its spectrum, and found in the latter seven distinct lines, which are identically the same as those of the lower part of the flame of a petroleum lamp (Morren's spectrum.) M. Nordenskiold thinks this phenomenon may stand in some connection with the fall of cosmic dust, which contains carbon, hydrogen, metallic iron, &c., and accompanies snow-storms. The aurora was almost permanent during the whole Winter.

THE STATE OF TRADE.

CHICAGO, Aug. 16.—Flour quiet and unchanged; exporters out of market. Wheat dull and lower, especially for cash and August; No. 2 Spring, $1 25, cash; $1 19¾ bid August, $1 13¾ September, $1 00 asked the year; No. 3 Spring, $1 27; No. 2 Spring, $1 15; Rejected, $1. Corn in fair demand and firm for cash; quiet, weak, and lower for future deliveries; No. 2 Mixed, 40c., on the spot, 39¾c. for August, 39⅝c. for September, 40¼c. for October; High Mixed, 40½c. @40¾c.; Rejected, 36c.@36¼c. Oats dull and lower; No. 2 at 27½c., cash; 26½c.@26¾c. for September; Rejected, 25c. asked. Rye in fair demand; advanced, No. 2 to 66¾c.@67c. Barley in fair demand, but lower for September and nominal for the spot; No. 2 Fall, $1 for September. Whisky—An advance asked, but none established; 92c. bid, 93c. asked; no sales. Provisions unchanged and quiet. Mess Pork held at $16, cash, August and September, with 5c. less bid. Lard unchanged and quiet; sales, Kettle at 8c. Bulk Meats unchanged: Bacon unchanged. Lake Freights—Corn, to Buffalo, 4c. Receipts—5,000 bbls. Flour, 78,000 bushels Wheat, 237,000 bushels Corn, 66,000 bushels Oats, 6,000 bushels Rye, 2,500 bushels Barley. Shipments—4,000 bbls. Flour, 79,000 bushels Wheat, 380,000 bushels Corn, 87,000 bushels Oats.

BUFFALO, Aug. 16.—Lake and Rail Imports for the last twenty-four hours—Flour, 8,300 bbls.; Wheat, 42,909 bushels; Corn, 86,895 bushels; Oats, 27,240 bushels; Rye, 400 bushels. Canal shipments—Wheat, 108,172 bushels; Corn, 270,067 bushels; Rye, 5,286 bushels. Rail Exports—Wheat, 10,000 bushels; Corn, 57,761 bushels; Oats, 25,100 bushels; Rye 400 bushels. Canal freights to New-York—Wheat, 11c.; Corn, 10c.; Oats, 6½c. Flour quiet; Western Spring, $6 60@$7; Baker's, $7@$8; Amber Winter, $7 50@$8 50; White Winter, $9@$9 25. Wheat quiet; sales of small lots Milwaukee No. 2 Spring at $1 38@$1 39; quoted Milwaukee No. 1 Spring at $1 47; do. No. 2 at $1 38@$1 39; Chicago No. 2 Spring at $1 36; White Michigan, $1 70@$1 75. Corn firm; sales 5,000 bushels prime No. 2 at 47c. Oats quiet; sales of 4,000 bushels Chicago No. 2 at 37½c. Rye nominal at 73c.@75c. Barley-malt steady; prime Winter Western $1 45@$1 20; prime Canada, $1 25. Provisions unchanged.

ST. LOUIS, Aug. 16.—Flour quiet and unchanged. Wheat—Inspected lots less active, but prices maintained; sales of No. 3 Fall at $1 35; No. 2 Red Winter, $1 50; samples lots declined. Corn slow; sales of No. 2 Mixed at 37c.@37½c. at No. 4 East Side, on track; 35¼c.@38½c., in warehouse; 40c., seller August. Oats opened higher at 29½c.@30c. for No. 2, in elevator; closing at 28¾c.@29c., seller August. Rye dull at 58c.@59c. Whisky steady at 92c. Pork dull at $16 75. Dry-salted Meats firm at 8½c. for Shoulders; 9½c. for Clear Rib Sides; 9¾c. for Clear Sides. Bacon firmer; closing higher on options; sales at 9¼c. for Shoulders; 9¾c. for Clear Rib Sides; 11½c. for Dunbels. Lard quiet and unchanged at 8¾c. for Refined. Live Hogs firm at $4 35@$4 60. Cattle firm and active; sales of Through Texans at $2 25@$2 75; Wintered do., $3@$4 75; native Cows and Heifers, $2@$4; prime to choice Steers, $5@$6. Receipts—1,000 bbls. Flour, 49,000 bushels Wheat, 31,000 bushels Corn, 13,000 bushels Oats, 1,000 bushels Barley, 2,000 bushels Rye, and 1,200 Hogs.

TOLEDO, Aug. 16.—Flour steady. Wheat dull and unchanged; sales of No. 1 Dayton and Michigan White at $1 80; Amber Michigan, spot or seller September, $1 43; seller August, $1 44; No. 2 Red, spot, $1 43¼; seller September, $1 42½; No. 2 Dayton and Michigan Red, $1 48; No. 3 Red, $1 41; Rejected, $1 20; No. 1 Amber Illinois, $1 51; No. 2 do., $1 48. Corn dull; sales of High Mixed, spot and seller August, at 44¾c.; seller September, at 45¼c.; seller October, 44½c.; Low Mixed, 44½c.; Yellow, 45c.; White, 52½; no Grade, 41c. Oats steady at 30c. for No. 1; 28c. for No. 2. Freights firm and unchanged. Receipts—2,000 bbls. Flour, 45,000 bushels Wheat, 58,000 bushels Corn, and 7,000 bushels Oats. Shipments—1,000 bbls. Flour, 13,000 bushels Wheat, 29,000 Corn, and 18,000 bushels Oats.

OSWEGO, Aug. 16.—Flour steady, with a good demand; sales of 2,000 bbls. at $7 75 for No. 1 Spring; $8 75 for Amber Winter; $9 75 for White Winter; $10 25 for Double Extra. Wheat steady; sales of 1,500 bushels No. 1 Milwaukee Club at $1 50; 500 bushels No. 2 Red Wabash, $1 55. Corn firm; sales of 1,200 bushels Low Mixed at 53c. Corn-meal sold at $1 15 for Bolted, $1 10 for Unbolted, ₱ cwt. Mill-feed unchanged at $17@$18 for Shorts; $18@$19 for Shipstuffs, and $19@$20 for Middlings, ₱ ton. Canal Freights—Wheat, 7¼c.; Corn and Rye, 6¾c. to New-York; Lumber, $3 25 to the Hudson, and $4 25 to New-York. Railroad Freights—Flour, to Philadelphia, 60c.; to Boston, 50c.; to New-York, 40c.; to Albany, 36c. Receipts by Lake—465,000 feet of Lumber. Shipments by Canal—780,000 feet of Lumber.

LOUISVILLE, Aug. 16.—Flour firm and in good demand; sales of Family Extra at $5 50@$5 75; A No. 1, $6 75; Fancy, $7 75. Wheat firm and in good demand at $1 20@$1 30, on arrival. Corn steady at 55c.@60c. for Sack delivered. Oats easy at 41c.@43c. for Sacked. Rye firm; offering at 65c.@67c. for new, on arrival. Barley nominal. Provisions in fair demand. Pork held at $16 75@$17. Bacon—Sales of Shoulders at 9c. @9¼c.; Clear Rib Sides, 10¾c.@11c.; Clear Sides, 11c., packed. Sugar-cured Hams sold at 14¼c.@15c.; plain, 13c.@13½c. Bulk Meats sold at 8½c. for Shoulders; 9½c. for Clear Rib Sides; 10c. for Clear Sides, loose; ¼c. higher for packed. Lard—Sales of choice Leaf at 8½c.@9¼c. for Tierce; 9¾c. for keg; 8c. for Steam; small order lots ¼c.@¼c. higher. Whisky quiet at 95c.

CINCINNATI, Aug. 16.—Flour firm and in fair demand at $6 25@$6 50 for Extra. Wheat firm and in fair demand at $1 28@$1 30. Corn firm at 45c.@46c. Rye steady at 68c.@70c. Oats steady at 33c.@41c. Barley dull and unchanged. Butter steady. Provisions firmer. Pork quiet but firm at $16 50@$16 75. Lard quiet; held firmly at unchanged prices. Bulk Meats firmer for Shoulders, $8 40 bid cash or seller 30 days; held at $8 50; Clear Rib Sides sold at 9¼c.; Clear Sides, 9½c. @9¾c. Bacon firm at 9¼c. for Shoulders; 10¾c.@10½c. for Clear Rib Sides; 10¾c. for Clear Sides. Whisky firm at 95c.

NEW-ORLEANS, Aug. 16.—Corn quiet at 68c. for Mixed; 70c. for White and Yellow Mixed; 71c.@72c. for White. Bran easier at 82½c. Pork firmer and scarce at $18. Dry-salted Meats—Shoulders scarce at 9¾c. Lard firm and scarce at 85c.@9c. for Tierce; 11c. for Keg. Whisky scarce and higher at 98c. for Louisiana; $1 02½ for Cincinnati. Coffee firmer; market bare; sales of jobbing Common at 20¼c.; Fair, 20¾c.@21c.; Good, 21c.@21½c.; Prime, 21¾c.@22c. Other articles unchanged. Exchange—Sterling, 125⅛; New-York sight, ¾c. premium; Gold, 115¼.

MILWAUKEE, Aug. 16.—Flour dull and nominal; Extra Spring, $5 75@$6 90. Wheat in fair demand and firm; No. 1 at $1 31½; No. 2 at $1 31, cash; $1 24¼ for August; $1 15¼ for September. Corn dull and lower; No. 2 at 38c. Corn dull and nominal; No. 2 Mixed, 39½c. Rye in fair demand and higher; No. 1 at 65c. Barley quiet and weak; Spring No. 2 at $1. Lake Freights—Wheat, to Buffalo, 5c.; to Oswego, 11c. Receipts, 3,000 bbls. Flour, 34,000 bushels Wheat. Shipments—1,000 bbls. Flour, 23,000 bushels Wheat.

DETROIT, Aug. 16.—Flour quiet and unchanged. Wheat steady; Extra White scarce at $1 72; No. 1 White, $1 53½; Amber Michigan, $1 42. Corn steady at 42c. Oats in good demand at 34½c. Freights—Wheat, to Oswego, 9c. Receipts—18,000 bushels Wheat, 5,000 bushels Corn, 5,000 bushels Oats. Shipments—15,000 bushels Wheat, 4,000 bushels Oats.

MEMPHIS, Aug. 16.—Flour quiet and unchanged. Corn dull and lower at 57c.@66c. Oats dull and drooping at 42c.@43c. Bacon firm and in fair demand at 9¾c. for Shoulders; 11¾c. for Clear Rib Sides; 11¾c. for Clear Sides. Sugar-cured Hams sold at 15¼c.@16c.; plain, 13c.@14c. Pork and Lard dull, and prices nominal.

CHICAGO, Aug. 16.—Cattle—Receipts 653 head; market dull; prices nominally unchanged; sales were confined to Texas and Cherokee Cows, Heifers, and Steers, at $1 40@$2 for light Heifers, $2 25@$3 75 for Cows and Steers; shipments were 1,498 head. Hogs—Receipts, 7,241; market fairly active from $4 35@$4 95 for common to extra; shipments were 8,744 head.

WILMINGTON, Aug. 16.—Spirits Turpentine quiet at 33½c. Resin quiet at $2 55 for Strained; $2 55@$2 60 for No. 2; $2 75@$3 for No. 1; $3 50 for Extra Pale. Crude Turpentine steady at $2 for Hard; $3 30 for Yellow Dip and Virgin. Tar quiet at $3 20.

ALBANY, N. Y., Aug. 16.—Steady milling demand for Wheat; sales two cars No. 2 Canada Treadwell at $1 60. Rye quiet. Corn firm at 57c.@58c. for Western Mixed and Yellow. No movement in Barley or Malt. Oats quiet.

CLEVELAND, Aug. 16.—Wheat easier and less active; No. 1 Red, $1 45; No. 2 offered at $1 40. Corn quiet, but firm at 49c.@50c. Oats steady at 38c. Provisions unchanged and steady.

FINANCIAL AFFAIRS.

SALES AT THE STOCK EXCHANGE—AUG. 16.

SALES FROM 2 TO 3 P. M.

$10,000 N. W. Int. bds.	98½	300	Western Un.	b3.	91⅜
100 N. Y. C. & Hud.	105	1000	do.		91⅜
300 Erie Railway	59⅜	300	do.	s3.	91¼
200 Pacific Mail	s3. 40⅜	400	do.		91¼
100 do.	40¼	200	do.		91⅛
200 do.	40¼	100	Panama	115	
400 do.	b3. 40⅝	700	Lake Shore	b3.	93¼
200 do.	40⅝	100	do.		93⅜
100 do.	40¼	200	Union Pacific	s3.	27½
200 do.	40⅝	600	Tol. & Wabash		71
100 do.	b3. 40⅜	200	Ohio & Miss.	b3.	30½
100 do.	40¼	200	do.		39⅝
500 do.	s3. 40¼	1400	do.	s3.	39
400 do.	40⅜	800	do.		39
500 do.	s3. 40	200	At. & Pac. Pf.	s60.	28
600 do.	40	200	do.		28
200 do.	39⅞	100	do.		27¾
1000 do.	39⅜	100	do.		28
700 do.	39⅞				

MONDAY, Aug. 18—A. M.

The weekly averages of the Associated Banks, local and National, reporting through the Clearing-house for the week ending Saturday last, Aug. 16, compare as follows with the previous week, and also with the corresponding week last year, to which we add the Gold and Currency balance in the New-York office of the United States Treasury at these dates respectively:

Increase in Loans	$1,853,900
Decrease in Specie	2,175,900
Decrease in other Legal Tenders	1,462,200
Decrease in Deposits	2,265,800
Decrease in Circulation	800

	Aug. 17, '72.	Aug. 9, '73.	Aug. 16, '73.
National Capital	$71,783,500	$70,985,000	$70,985,000
Local Capital	15,532,200	17,157,500	17,157,500
Total	$87,315,700	$88,142,500	$88,142,500
Loans	295,809,800	290,438,400	292,924,300
Gold & Gold Notes	20,399,300	29,820,000	27,644,100
Other Legal Tend'rs	32,535,400	49,002,300	47,540,100
Deposits	225,757,600	237,123,100	234,857,300
Circulation	27,290,600	27,132,500	27,131,700
In Sub-Treasury	55,167,600	80,329,500	76,472,800

We subjoin the relative strength of the Bank Statement in respect to Lawful Money to Deposits and Circulation:

	Aug. 9, '73.	Aug. 16, '73.	Aug. 17, '72.
Deposits	$237,123,100	$234,857,300	$235,757,600
Circulation	27,132,500	27,131,700	27,290,600
Total	$264,255,600	$261,989,000	$263,048,200
Required 25 ₱ cent.	66,063,900	65,497,250	65,762,050
Actual basis	78,822,300	75,184,900	72,392,700
Excess	$12,758,400	$9,686,950	$7,170,650
Rate of money	3@4 ₱ ct.	4@5 ₱ ct.	3@5 ₱ ct.

The large withdrawals of Gold Notes to pay Customs during the week, and the comparatively small amount of Gold sold from the Treasury on Thursday, (only $765,000 bid for,) have reduced the Gold Notes Average at Bank over two millions of dollars. The Greenbacks also average about a million and a half dollars less than last Monday. On the other hand, the Banks have increased their loans nearly two millions, so that the Deposit line is down only $2,265,000, or about $1,250,000 less than it lost by the withdrawal of Gold and Greenbacks. The resulting difference on the present return is a falling off in the surplus of Lawful Money over and above the required 25 ₱ cent. to Deposits and Circulation of $3,072,000. The surplus now stands $9,686,000 as against $7,170,000 this time last year.

During the week Money to the Brokers, on call loan, ranged 3@4½@3@4@5 ₱ cent., closing on Saturday 4@5 ₱ cent., the rates being made stiffer by the operations of the Gold Room, where 4@5 ₱ cent. was paid for carrying over balances. Time loans and Mercantile paper tend to somewhat stiffer rates as we closely approach the Fall season; 30@60 days, 6@7 ₱ cent.; 3@4 months, 7 ₱ cent., Gold Interest, and in some cases a small brokerage, added on large sums.

The general Trade of the week was active in nearly all departments. The Canal and Railroad receipts of Domestic Produce continue large, and rather on the increase, while the Export demand is so constant and reliable as to keep up our Clearances to the full capacity of the freight room offered for Europe either by steam or sail. There was a partial hesitation in the high rates of freight a few days ago, but at the very close of the week the engagements, especially in the line of Grain and Petroleum, were at full terms. The Dry Goods people are doing well in Domestic Commission and Foreign Goods, and the Merchandise markets are firm for Sugar, Coffee, Wool, &c. Cotton is ruling lower, on receipts still running ahead of last Summer, and on fine prospects for the new crop.

The Import Entries in New-York, embracing Foreign Dry Goods and General Merchandise, for the past week, were $6,970,442, against $10,139,106 for the corresponding week last year. The Exports of Domestic Produce, other than Gold and Silver, were $5,276,814, against $4,976,118 same time in 1872. The Exports of Gold and Silver, $496,792, against $582,185 same time in 1872. The Customs, in Gold, paid into the New-York Office of the United States Treasury for the week were $3,486,000.

The Gold value of the Import Entries of Foreign Merchandise at New-York, exclusive of Foreign Specie, since Jan. 1, 1873, are as follows—the figures being official to July 1, and since semi-official from the Custom-house:

January	$37,689,752	July 12	$9,439,296
February	38,726,564	July 19	6,530,355
March	42,625,933	July 26	6,967,706
April	36,597,173	Aug. 2	5,412,088
May	34,419,370	Aug. 9	6,985,841
June	28,157,484	Aug. 16	6,970,442
July 5	4,112,009		
Total since Jan. 1, 1873			$364,676,014
Total 1872 to date			287,245,638
Decrease since Jan. 1			$22,569,624

The Currency value of the Exports of domestic produce and miscellaneous goods, including foreign articles re-exported from the port of New-York since Jan. 1, 1873, is as follows:

January	$20,030,550	July 9	$4,964,501
February	21,130,002	July 16	5,427,800
March	21,982,209	July 23	6,529,662
April	25,610,719	July 30	5,764,323
May	26,253,026	Aug. 6	6,096,224
June	24,443,326	Aug. 13	5,276,814
July 2	4,113,000		
Total since Jan. 1, 1873			$178,641,165
Total 1872 to date			133,500,925
Increase since Jan. 1, 1873			$40,140,240
Gold, Aug. 16, 1873			115⅜ ₱ cent.
Gold, Aug. 17, 1872			115 ₱ cent.

The export of Specie since Jan. 1, 1873, from the port of New-York is as follows:

January	$7,127,989	July 12	$4,124,588
February	3,670,444	July 19	3,944,533
March	3,650,439	July 26	1,111,638
April	3,850,810	Aug. 2	710,442
May	2,943,583	Aug. 9	723,405
June	6,555,996	Aug. 16	496,792
July 5	401,515		
Total since Jan. 1, 1873			$39,125,366
Total 1872 to date			55,343,694
Decrease since Jan. 1			$16,118,328

The Customs receipts in Gold, deposited in the New-York Office of the United States Treasury, and the Gold Interest paid out by this Office since Jan. 1, 1873, are as follows:

	Customs.		Gold Interest.
January	$11,037,490	January	$16,019,011
February	13,112,139	February	4,760,206
March	12,237,366	March	1[illegible],101
April	10,063,900	April	4,[illegible],796
May	9,321,801	May	6,[illegible],793
June	7,915,012	June	4,375,185
July	10,439,462	July	9,931,337
Aug. 2	769,660	Aug. 2	836,000
Aug. 9	2,887,900	Aug. 9	1,496,700
Aug. 16	3,486,000	Aug. 16	360,381
Total, 1873	$81,543,060	Total, 1873	$50,968,510
Total, 1872	96,474,277	Total, 1872	56,290,029

COURSE OF THE STOCK EXCHANGE—THE WEEK.

	Aug. 16, '72.
American Gold	115⅜@114⅝@115⅜ 115
U. S. 5-20s, '65, May and Nov	119½@118⅜ 116⅝
U. S. 5-20s, '67, Jan. and July	119⅝@119⅜ 115⅞
U. S. New 5 ₱ cents	114⅞@114⅞ 112⅜
Central Pacific 6 ₱ cents	100½@100 102¼
Union Pacific 6 ₱ cents	82½@82 89¼
New-York Central	105½@105¼ 97¼
Rock Island	110⅜@110¼ 111
Ohio and Mississippi	40@39 43⅝
St. Paul Common	52⅝@51⅜ 54⅞
St. Paul Preferred	73@71½ xd76⅛
Toledo and Wabash	71⅜@71 75⅝
Union Pacific	28⅜@27½ 35½
Erie	59⅝@59⅞ 46⅛
Western Telegraph	92⅜@91¼ 73⅝
Pacific Mail	40⅝@42@39⅜ 74¼
Lake Shore	94½@93⅜ 90⅜
Harlem	132@131 116⅜
North-west Common	67⅛@65½@66½ 74⅜
Missouri Pacific	49 ----
Atlantic and Pacific	29½@29¼@29⅞@28 ----

The Gold speculation of the week varied 1 ₱ cent. in the extremes of 115⅜@114⅜@115⅜ ₱ cent., closing, as on Saturday week, 115⅜ ₱ cent. The transactions on Friday between the Brokers interested in or employed by the clique were much the largest of the week, and ran up the settlements on Saturday to an unusually heavy total, although involving, in the main, a very moderate sum of Gold Notes and Greenbacks to square the apparent differences.

The Stock Exchange was generally firm through the dealings of the week, though not without repeated demonstrations to break the market on three or four leading stocks by a pressure of *short* sales. The last of these efforts was on Saturday, after the Bank return, but the impression was inconsiderable on prices and the quotations left off steady.

The Public Funds show continued firmness, particularly on the Coupon Bonds suitable for remittance abroad. The Exchange on London is ⅜@½ ₱ cent. cheaper than on Saturday week.

BANKING AND FINANCIAL.

☞ BANKING HOUSE OF FISK & HATCH, NEW-YORK, Aug. 18, 1873.

The **SEVEN PER CENT. BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY** are issued in the denominations of $1,000 each, interest payable July and January, both principal and interest payable in United States Gold Coin, in New-York. The price for the present is 90 and accrued interest—that is, a

$1,000 bond would cost to-day.....$909 21

At the present price of gold the income derived is equal to nearly nine per cent. in currency. With the rapidly increasing business of the Road, its commanding importance as another great East and West trunk line, its complete roadway of 420 miles, the princely wealth of **iron, coal, salt, and timber,** along its route, tapping, as it does, at its Western terminus on the Ohio River, over 12,000 miles of water navigation, its Eastern terminus resting on the tide waters of the Atlantic Ocean, and the fact that the other great parallel trunk lines are being compelled to lay additional tracks to meet the enormous and steadily augmenting traffic between the East and West—all warrant us in our belief that the securities of the Chesapeake and Ohio are destined to attain a high rank in the markets of the world. Government bonds are so high, at present, and really desirable permanent investment securities so difficult to be obtained at a reasonable price, that we are glad to have so satisfactory a bond to offer our friends and customers.

We also have a small amount of the **OLD SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO;** the price of these is 88½ and accrued interest. They are issued in denominations of $100, $500, and $1,000, interest payable May and November. Underlying, as they do, a property that has cost nearly $38,000,000, and which is constantly increasing in value, they need no recommendation. The small remaining balance will soon be absorbed.

$100 bond will cost to-day	$90 29
500 bond will cost to-day	451 46
1,000 bond will cost to-day	902 92

We also buy and sell the **Central and Western Pacific Gold Bonds** at the market price.

The Central Pacific Company has now over 1,222 miles of completed road, and its earnings this year will reach upward of $13,000,000. Their securities should rank with those of the Government itself.

We also continue to deal in Government Bonds, execute orders at the Stock Exchange for investment Stocks and Bonds, receive deposits on which we allow interest at the rate of four per cent. per annum, and conduct a general banking business.

FISK & HATCH.

☞ NOTICE TO INVESTORS.

The attention of the investing public is called to the limited remainder of the NORTHERN PACIFIC RAILROAD SEVEN-THIRTY LOAN. Of the $9,000,000 of this loan unsold on the 1st of June last, less than $5,000,000 now remains, and this balance will soon be absorbed, after which the Company has resolved to issue only six per cent. bonds.

There are now between 500 and 600 miles of the road in regular operation, with a growing traffic; surveys and construction are progressing satisfactorily; the survey prosecuted the present season, in connection with the Stanley military expedition, has resulted in the location of an excellent line through Western Dakota and Eastern Montana, and the company has advertised for proposals for grading and bridging the Yellowstone Division, extending 205 miles from Bismarck, at the crossing of the Missouri River to the crossing of the Yellowstone, in Montana. The Company's lands (amounting to more than 20,000 acres per mile of road) are selling to settlers at an average price of nearly $6 per acre, and the proceeds of land sales constitute a Sinking Fund for the repurchase and cancellation of first mortgage bonds.

The Company's seven and three-tenths per cent. gold bonds, the last of which are now offered, yield nearly eight and one-half per cent. per annum at the present price of gold.

All marketable securities are received in exchange at current rates, and full information furnished on inquiry.

JAY COOKE & CO.,
No. 20 Wall-st., New-York.

☞ OF THE FIRST MORTGAGE SEVEN PER CENT. GOLD BONDS of the NEW-YORK MIDLAND RAILROAD less than $500,000 remain unmarketed. With THE RAIL CONNECTED BETWEEN NEW-YORK AND OSWEGO, the earnings of THROUGH BUSINESS must soon justify the great merit claimed for these bonds.

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Deposit accounts of mercantile firms and individuals received; all facilities and accommodations granted usual with City banks; in addition thereto interest allowed on all daily balances.

Bills of exchange drawn on England, Ireland, Scotland, and the Continent. Travelers' and mercantile credits issued available throughout the world.

☞ REAL ESTATE MORTGAGE BONDS, COUPON OR REGISTERED, INTEREST 7 PER CENT., Guaranteed by the EQUITABLE TRUST COMPANY, $1,000,000 CAPITAL.

For sale at the office of the Company, No. 76 Cedar-st., New-York.
JONATHAN EDWARDS, President.

☞ BURLINGTON CEDAR RAPIDS AND MINNESOTA RAILROAD FIRST MORTGAGE CONVERTIBLE SINKING FUND GOLD SEVEN PER CENT. BONDS, (MILWAUKEE DIVISION,) COUPON AND REGISTERED. We recommend these bonds as an undoubted security, and equal to any now offered. At present price they yield more than NINE PER CENT. For sale by HENRY CLEWS & CO., No. 32 Wall-st.

SEVERE ON THE BOY.

A shop-keeper in Newburyport, Mass., who also has a farm in the suburbs, has in his employ a young farm-hand who, although good-looking and not unwilling to work, is, unfortunately, not overburdened with sense. Now, last Saturday was a sultry and oppressive day, and early in the evening the dealer chanced to pour out for his own refreshment a tumbler full of cool tonic beer, a

The New York Times.

NEW-YORK, MONDAY, AUG. 18, 1873.

AMUSEMENTS THIS EVENING.

BIBLO'S GARDEN.—THE BLACK CROOK.—Mr. C. H. Hoyte, Mr. George Atkins.

UNION-SQUARE THEATRE.—FUN IN A FOG.—Characters by the Vokes Family.

WALLACK'S THEATRE.—MIMI.—Mr. Dion Boucicault, Miss Katharine Rogers, Miss Effie Germon.

WOOD'S MUSEUM.—DRAMATIC PERFORMANCE AND CURIOSITIES.—Afternoon and evening.

CENTRAL PARK GARDEN.—SUMMER NIGHT'S CONCERT by Theo. Thomas' Orchestra.

THE NEW-YORK TIMES.

THE NEW-YORK TIMES is the best daily family paper published; it contains the latest news and correspondence; all objectionable advertisements are rigidly excluded; and it has a constantly increasing circulation among the most respectable classes of the community.

TERMS TO MAIL SUBSCRIBERS.

The Daily Times, per annum, including the Sunday Edition.....$12
The Daily Times, per annum, exclusive of the Sunday Edition.....10
The Sunday Edition, per annum.....2
The European Edition, per annum, postage extra..3
The Semi-Weekly Times, per annum.....3
The Weekly Times, per annum.....2

Club rates of The Weekly—all to one Post-office address—Five copies, per annum, $7 50; Ten copies, per annum, $12 50; Twenty copies, per annum, $22; Thirty copies, per annum, $30, and One extra copy to each Club. For every club of fifty, one copy of The Semi-Weekly Times to the getter-up of the club.

When the names of subscribers are required to be written upon each paper of the club at one post-office address, ten cents for each copy additional to the above rates.

Club rates of The Semi-Weekly Times: Two copies, one year, $5; ten copies, one year, $25—and one extra copy free. New names may be added to clubs at any time during the year, at club rates.

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THE NEW-YORK TIMES,
New-York City.

NOTICE.

We cannot notice anonymous communications. In all cases we require the writer's name and address, not for publication, but as a guarantee of good faith.

We cannot, under any circumstances, return rejected communications, nor can we undertake to preserve manuscripts.

TO ADVERTISERS.

☞ For the accommodation of up-town residents, advertisements for insertion in The Times will be received at No. 54 West 32d-st., junction of Broadway and 6th-av.; No. 308 West 23d-st., opposite Grand Opera-house, at same rates as are charged at office of publication.

Families or other subscribers leaving the City for the Summer can have The Times *mailed to their address at $1 per month.*

A story which is painfully familiar to the public is repeated this morning in the details of the disaster on the Chicago and Alton Railroad on Saturday night. Eleven persons killed and thirty-five wounded must be added to the long list of victims of the criminal recklessness with which great lines of railroad are managed. In the present case it is admitted there is no excuse for the disaster, and it is charged to the carelessness of the conductor and engineer of the freight-train, with which the express came in collision. From the facts as stated, there seems to be no doubt upon this point, and an opportunity is now presented to inflict such punishment for reckless running of trains as will make the crime of less frequent occurrence. It must be remembered that we have as yet only the version of the catastrophe furnished by the officers of the road, but if this fairly states all the circumstances, we can see no reason why the conductor of the freight-train, who was on the main track when he should have been on the siding at Lemont, should not be made to suffer for his crime. Something must be done to insure the safety of the traveling public, and nothing can be so effective as to hold the persons in charge to strict accountability when disasters occur, as seems to have been the case in this instance, from their recklessness. The companies, also, must be held responsible for the safe condition of their tracks and rolling stock and the selection of competent employes. In some way, and at any cost, a stop must be put to this needless sacrifice of human life upon our railways.

The lawlessness of New-York does not seem to be reduced under the present police administration. Our public squares are the resort of all sorts of ruffians, and the knife and the pistol are certainly not going out of use. Yesterday, a man named Leslie stabbed another man in the hip; Elizabeth Wallace struck her father-in-law with a knife; a man was knocked down in Eighth-avenue; in Seventh-avenue a man was found insensible, bleeding from the nose and mouth; at the Sturtevant House a porter was badly cut by a blow from an ice-pitcher; and in Tenth-avenue a man named James Brown was stabbed in two places. Such is the way in which Sunday was spent by some of our dear Christian brethren.

It is needless to say that all this stuff about "decapitation" at the Custom-house is merely one of the innocent tricks of reporters to get up something lively during the dull season. The *Sun* has the credit of starting it, and it is rather hard upon it that the *Herald* should have tried to take the bread out of its mouth. The *Herald* is reduced to pretty severe shifts in these days. As usual with imitators, it did the work in a far less ingenious manner than the inventor—the *Sun* at least produces its stories in a workmanlike manner. The other paper muddles everything which it touches. It never originates anything, except dismal bosh about "Cæsarism." Perhaps the *Sun* had better lend a few of its sharp men to its contemporary, on condition that it should be allowed a monopoly of its own productions. The famous "intellectual department" has lately shown signs of mental derangement which we fear is incurable.

The Germans of Texas have met in Convention to consider their political action, and have decided upon a platform that will find little favor with the Democracy of their State. They require capacity and honesty in candidates for public office, oppose the oppression of any class on account of race, color, or previous condition, demand for all the personal rights guaranteed by the Constitution, and desire that the burden of taxation shall be equally apportioned, without oppression to any lawful occupation. Holding these doctrines, it is evident the Germans have no sympathy with the Democracy of Texas, and they will undoubtedly give a hearty support to the Republican ticket, to be nominated by the Convention which meets on Wednesday next. Considering the record the Democrats made in the last session of the Legislature, the Republicans should have no difficulty in defeating these enemies of the State at the polls. They certainly will have none if they make proper exertion to secure the victory which is within their grasp.

On Friday evening those persons who have the ill luck to live between Ninth and Twentieth streets, had not merely a *mauvais quart d'heure*, but a succession of those periods amounting altogether to at least ten hours. It was the contribution of the gas factories to the comfort of the community. For some little time there has been a slight degree of abatement in this nuisance, but on Friday evening it seemed as though the company had, as it were, been bottling up to compensate for past omissions. The horrible smell penetrated everywhere. At the theatres it was especially noticeable, and those who sought a refuge from it on their pillows found themselves waking up in the night with a sense of taking a great gulp of a poisoned atmosphere. Surely at this trying season of the year this evil is more than ever serious. The lungs of strong people may be able to resist its effects, but in the case of delicate little children and worn invalids the effects cannot fail to be injurious. It is intolerable that life should be rendered a burden to hundreds of thousands of persons through the carelessness or indifference of companies chartered for the public convenience.

It is probable that the past week has seen the low-water mark of population in our City. Very soon the holiday makers will be returning, and already our advertising columns show evidence of greater animation in business circles. Persons who have not been able to leave the City during the Summer have beheld some curious scenes. Grand houses in Fifth-avenue have been kept up for the benefit of the servants, and the sounds of many a revel may be heard proceeding from the drawing-room windows. Sunday night is the time when these houses seem to be most thickly tenanted. There is generally a "barty" going on, and the mistress' dresses are brought down to do honor to the occasion. It is strange how many fine ladies are to be seen in Fifth-avenue on Sundays—fine at a distance, but scarcely bearing a closer inspection. The housemaid or the cook stands confessed beneath the luxurious costumes of last season. We shall not have many more opportunities of watching the amusing play of "High Life Below Stairs." After two or three Sundays more, the silk dresses will have to be returned to the wardrobe, and the exemplary domestics will be obliged to appear in less resplendent garments than those with which they now adorn Fifth-avenue.

CHANGING CLOTHES.

It seems a waste of time to talk about the "Liberal Republicans." "There was a time that when the brains were out the man would die, and there an end," and the same thing may be said of parties. The Liberal "Party" died last November, but a spasmodic movement is still to be seen occasionally in its remains. John Cochrane is still alive; so is Fenton; and so are the smaller fry who helped to beguile poor Mr. Greeley into the great mistake of his life. But what are they to do with themselves? That ought to form the subject of a prize essay. Failure is very seldom pardoned in this world, and such a failure as the Liberal faction made last Fall is not often witnessed. Down to the last moment they were confident of success. Yet they could not bring a corporal's guard to the polls. Since then, some of them have been trying to convince everybody who would listen to them that they are, in reality, true Republicans. Others are making overtures to the Democrats. But thus far they meet everywhere with the cold shoulder. The measure of their strength can never be tested under more favorable circumstances than it was last year. They had a man at their head who, at any rate, commanded a certain degree of sympathy and support. They had many newspapers which are supposed to be influential on their side. They were assisted with money by all sorts of persons who wished to see a Republican administration overthrown. Their weakness was still undiscovered, and consequently a good many waverers went over to them. Yet their success in the two States which they were most confident of winning—Pennsylvania and New-York—was not at all remarkable. The "bugle-call" of Curtin did not help them in the one, nor the "great power" of Fenton in the other. What chance do they now stand, without a leader, without credit, without principles?

Their only hope appears to be that the Democrats will still keep up the alliance of last year. But the only reason why the Democrats took them up at all was that they hoped to make something out of them. They see no such prospect now. We are, therefore, told that the Democrats will not yield anything this year to their allies. "Let us into your conventions," plead the Liberals. "Not unless you come in as Democrats," is the cruel answer. Last year the Democrats masqueraded in "Liberal" attire. This year the same performers are to come on the stage with entirely new costumes, fittings, and decorations. It is the same farce, but *Box* is to put on *Cox's* clothes. The public, it is supposed, will not have the wit to discover that the performance is not changed. "If the Liberals are sincere," says a Democratic paper, "they can join hands with the Democrats at the polls, and help elect their candidates as against the Republican candidates." This is a manœuvre worthy of the brilliant genius of Fenton himself. He is accustomed to treat the public as a thing to be hoodwinked and tricked. Candor, honesty, and fair dealing are perfect strangers to him—he seems to be constitutionally unable to understand what they mean. Thimble-rigging in politics is the art which he has studied. It is by virtue of this that he has the consummate assurance to expect to be re-elected Senator. If we get Butler elected Governor of Massachusetts, and Fenton sent to the Senate for another term, our political affairs will present an extremely hopeful appearance.

Whether the "Liberals" will agree to appear in a Democratic mask remains to be seen—so much the worse for the Democrats if they do. From a strictly party point of view, we ought, perhaps, to encourage this new shuffle of the cards, for it would unquestionably complete the ruin of the gamblers. But, as we have often said, it does not appear to us desirable to have only one powerful party in the field. Government is always better managed, in a country living under constitutional forms, when there is a strong opposition. The contest for principles becomes at once more interesting and more productive of benefit to the general public. For that reason we tried to persuade the Democrats last year to keep clear of the Greeley craze—to nominate a good, able man of their own, and go to the polls with him, win or lose. In that case their defeat would not have been accompanied with dishonor. They would have stood in a much better position before the public than they do now. But they surrendered all their principles, and adopted as a leader a man who had bitterly insulted them, and who covertly repudiated them while he accepted their assistance. The annals of party history contain no such record of fatal blundering. Even now, the Democrats would be far better off fighting openly as Democrats than masquerading with "Liberal Republicans." They would stand no chance of success, for their reputation is hopelessly tarnished. But, at any rate, they would not add to their disgrace. We confess we should like to see a good, healthy, vigorous opposition party grow up in the country; for it would put us all on our mettle, and elevate politics above their present standard. But the Democratic Party cannot hope to furnish such an opposition, nor is there any question at present before the people sufficiently momentous to build such a party upon. It remains for the Republicans to act as if they really had a sound and healthy opposition to face, instead of an organization whose leaders are disgraced, and whose public journals are beneath contempt.

FACTS FOR FARMERS.

According to the latest official returns of the order, there are in the United States 5,221 subordinate granges of the Patrons of Husbandry, with an estimated membership of 500,000. Of these granges, not one exists in Connecticut, Delaware, Florida, Maine, Maryland, Nevada, New-Hampshire, or Rhode Island, and 4,097 of the whole number are found in the States of Illinois, Iowa, Kansas, Missouri, Minnesota, and Nebraska. It will be seen that, formidable as is this order, its great strength is as yet confined to six grain-growing States. But chiefly because of this concentration in States of large and constantly increasing political power, the order has been marked as the prey of the demagogue, and has encountered a danger its founders did not anticipate. Formed for the purpose of lightening the toil, increasing the knowledge, cultivating the fraternal feelings, and advancing the material interests of the farmer, by means distinct from governmental action, it has been dragged into political discussions. It has been overtaken by the misfortune of Democratic courtship. It has had fastened upon it an auxiliary organization known as the Farmers' Association, which has taken a direct part in political affairs, and given a severe blow to the independence of the judiciary in the late election in Illinois. Finally, it has so fallen that a political mountebank like John B. Grinnell thinks he can use it to reach his own ends. If the patrons will calmly consider the history of the past few weeks, they will see that their strength has become their weakness, in attracting to them the political marplots who carry destruction wherever they go.

There is ample evidence that the more discerning members of the order are aware of its danger. 'A distinct warning has just come from Mr. Parsons, State Master of Minnesota. Being informed that certain granges in his jurisdiction have appointed delegates to a State political convention, to be held on the 2d of September, he calls upon the offending granges to recall these delegates, since their appointment was a direct violation of the laws of the order, and he says of the policy of the step they have taken:

"We lay no claim to any control whatever over so-called farmers' conventions. But granges of Patrons of Husbandry are prohibited by the law which gives them existence from engaging in either religious or political action or discussion. This prohibition is imposed for the best and wisest of purposes. It is our only safeguard against sure and speedy destruction. Upon obedience to this law depends our very existence as an order. It is with profound regret and mortification that I have witnessed this departure from our cherished principles. Just as success is within our grasp, and our labors are about to be rewarded by an abundant prosperity, are we to forget our mission, and barter away our beloved order for a mess of political pottage? Are we to lose sight of the grand objects before us—the social, intellectual, and financial regeneration and elevation of our class—which should make our order perpetual, for any considerations of temporary advantage or of doubtful expediency?"

These words from one in whom they have placed confidence should convince the patrons of the dangers before them, and induce them to avoid those dangers.

The hardships which attend agricultural labor in the West may, however, overcome all considerations of prudence. When a farmer is forced to burn corn for fuel because extortionate freight-tolls have shut him out from market, it is natural he should undertake to seize any remedy which appears to be within his reach. It was inevitable that, when the patrons became sufficiently numerous to constitute the balance of political power in great States, they should entertain the idea of solving the transportation problem by the direct action of Government. It was not strange that they studied the maps of their country to discover where new water outlets might be made to the sea, and having discovered them, as they thought, were convinced that the National Treasury might be used to make canals. Knowing as they did that they had suffered from the rapacity of railroads, it was natural they should view these corporations as enemies of the public interests, and forget that they had just rights which should be respected. It is not singular that very many of them took an exaggerated view of their own rights, and imbibed a false notion of the powers of Government which should be exercised in their behalf. The patrons have therefore been drawn by natural influences, which it was almost impossible to resist, into the arena of politics. Seeing State governments within their grasp, and hoping to exercise a controlling influence upon that of the nation, they could see no reason why they should not set to work and right their wrongs without further delay. The matter being in this condition, it was certain that the Democrats would step in and offer to do the job for the patrons. Considering, then, the dangers which threaten the granges from all these causes, and of the great interests to all classes of the questions involved, it has become important to inquire what are the required remedies, and how they can be attained.

There will be no dispute, we presume, on the proposition that such a remedy should be preferred as will do the farmers the most good, while doing other classes the least harm. It will not be denied that railroad corporations have some rights under the law, and that they have been of vast benefit in opening up the country. On the other hand, it is plain that they have been grasping in their charges, especially in the West, and have in many cases ignored the laws which were made to control them. One remedy, therefore, is to correct what may be amiss in this matter. It must not be done, however, in the manner implied in the sweeping resolutions of the Democratic conventions, but sensibly and justly. It must be done by the action of the States which created these corporations; to trust to the power of Congress to regulate commerce between the States is to be beguiled by an uncertainty. It should be done so that the producer will reap substantial benefits, and the carrier suffer no hardship. Such a reform we believe to be wholly within such intelligent and earnest effort as the granges are capable of making. There is no need of bringing such a question as this into the arena of politics, where it will be used for corrupt purposes. While the railroads are being reformed, the various proposed water outlets to the sea should be considered. If the States concerned see fit to undertake them, there is no reason why they should not do so, and Congress, under Republican control, would doubtless aid in the work to the full extent permitted by the Constitution. Very much has been said concerning the position of the Republican Party upon these points. All that need be said now is that the Republican Party has shown by its history that it can be trusted to do the greatest public good, so far as it can be done within the powers of the Government. It will not transgress the Constitution, nor will it squander the money of the people upon chimeras. Mention has also been made of the reference to this question in the last annual message of President Grant. But the President says: "I am not prepared to recommend Government aid to these or other enterprises until it is clearly shown that they are not only of national interest, but that when completed they will be of a value commensurate with their cost." Nothing more than this can be said concerning these canal schemes until all the facts have been obtained and carefully considered.

Meantime, the farmers should remember that their speedy relief depends very much upon their own wisdom and forbearance. When the bond of union among them is broken, their power is gone, and it assuredly will be broken by independent political action, or by political alliances. To trust to Democracy is to court destruction. The farmers being, with few exceptions, just and reasonable, know they can rely upon the Republican Party to afford them all possible relief. They know also that in whatever guise it may come, the great majority of the people will not tolerate class legislation. Being conversant with the political history of their country, they know that political action by secret societies must be ephemeral. We know that it is proposed to do the political work by the farmers' associations, and not by the granges, but the latter are fixed in the public mind as the agricultural agency, and cannot escape the political responsibility, if any is to attach anywhere. Firmly impressed as we are with the great value of the order of the Patrons of Husbandry to the country, and convinced that it is capable of doing much more for the amelioration of the condition of the farmers than it has yet accomplished, we regret to see that it is being used by selfish and designing politicians in a way that must soon impair its usefulness. We hope the farmers will take warning from recent events, and return their order to its original purpose before it is destroyed.

THE COUNTY FRANCHISE IN ENGLAND.

The farmers are coming to the front of English as well as, perhaps, of American politics—but under different circumstances and with different ends, although it is more than probable that the results will ultimately be similar. With us the object of the movement in the West, now fast approaching the East, is clear and defined. There is no confusion in it, no discords, no division of interests. But in England this cannot be said, for there a power is arising out of a class which barely has an existence here, still less an organization. It is the agriculturist against monopoly, but the monopolists whom the British agriculturist fears are his own laborers. Never till lately has the English farm laborer known that he can become a section of an organized society. Never has he bethought himself that he is anything more than a machine working for his master. Never has it occurred to him that he could better his position, and raise himself into the freedom of manhood. But his ignorance is gone. He has organized, he has felt his power, and he has carried indignation and wonder into the hearts of his employers. Never has farm labor been so scarce as it is at this moment; never has it been so dear. And while Canada offers free grants of 160 acres in Manitoba, Queensland free grants and aid in Australia, Buenos Ayres free grants and premiums in South America, and these United States the freedom and happiness of Western life, the British Government comes forward with a proposal that intensifies the dismay of British farmers. Is it not enough that the laborer should dare to dictate the value of his labor, but must he be invited to become a freeholder in a distant land, or, refusing that, must he be awarded political privileges in his own? This is the question with which English farmers are now racking their brains; for Mr. Gladstone, foreseeing the power that is rising before him, has declared the intention of his Government to give the household franchise to the counties, thus extending the right of voting throughout the entire agricultural population, and making a political power out of the farm laborer.

The consequences of such a proposal are likely to be great. The immediate effect produced is an injury to the Liberal cause. Mr. Gladstone has in fact arrayed the whole of the farmers against him. They are indignant, and their indignation seems to amount to intense disgust at the thought that the multitudes whom they have been employing at paltry wages, and whom they have been accustomed to regard as the lowest of menials, should be suddenly raised into a political power, before which their own importance must pale. We shall be curious to note in the party struggle which cannot be far distant, what Mr. Disraeli and the Conservatives will decide upon the question. But it is certain that the enfranchisement of the farm laborers of England cannot long be delayed, and with that the door is opened to a new field of development for a wide section of the people which has hitherto taken no part in political affairs, and, indeed, has not known what politics mean. How it will affect the relation of parties in England cannot even be divined, but that it will tend very largely to the progress of the people, to the elevation of the agricultural poor, and to their desire still further to raise themselves to a higher level in the affairs of the country, cannot be doubted. Nor is it difficult to foresee that this elevation of the English farm laborer out of the servile condition where he has so long slumbered, must benefit ourselves. It is our own fault if the United States do not continue to present the greatest attractions to intending emigrants from Europe, and as the working agriculturists get their minds raised above the immediate surroundings of their own labor, their thoughts will naturally turn to the inducements held out to them in countries where there is more room and less competition; where, too, they can own the land upon which they work. Hitherto farm laborers, as a class, have not emigrated. Some have done so, but most of them know nothing about it, or if they know anything it is only to look with a feeling of awe upon the prospect of going so far away from the old place and all its associations. The enfranchisement now proposed is one of the most powerful means that possibly can be devised to dissipate these prejudices.

OUR PUBLIC SQUARES.

A mysterious edifice, the building of which consumed considerable time, was a few weeks ago completed in Union-square. It has proved to be a cottage, more or less *ornée*, but it is even now a matter of doubt for what purpose it was intended. The story goes that it is supposed to afford accommodation to one of those gray-coated myrmidons of the Park Commissioners whose duty it is to parade the grounds in which it stands by day, and retire to its shelter at sundown. Without wishing to add to this officer's labors, which we doubt not are sufficiently onerous, we would suggest to the Commissioners that he is far more wanted after sunset than before.

The public recreation grounds in such a city as this need the most vigilant watching, unless the rough and rowdy is exclusively to take his pastime therein. As a proof in point, we may invite the attention of the authorities to a little incident which occurred two nights ago. A gentleman alighted from a car on the western side of the square, with the intention of walking across to the eastern. Just as he reached the centre he saw a lad half supporting another, who appeared to be in a fainting state, while he examined his head as though looking for a wound. The gentleman stopped a moment a few paces off, partly with a vague notion of being able to offer assistance, when in a minute a rough-looking customer came up, and in tones which showed that he had been drinking, commenced a volley of abuse of the gentleman for looking at the queer proceedings referred to. A search for a policeman during a quarter of an hour, all about the square, proved futile, and when one was at length found in Irving-place, he very civilly explained that the only police whose duty it was to attend to the inclosure in the square were those whose beat lay between the streets which, lying parallel between Fourth and Seventh avenues, run into Union-square. Therefore, when a man was attacked in the middle of the square, it was as likely as not that the police were two or three avenues off.

It is clear that this arrangement is quite inadequate for the maintenance of order in the square, more especially, as we have said, after nightfall. There is a tendency on the part of a certain class of men of most abandoned habits to gather in such places, and it requires great vigilance to protect the public from insult or robbery. At present the measures adopted are insufficient for this purpose, and it is to be hoped that the authorities will at once improve them.

ANOTHER RAILROAD EXTORTION.

Among the many ways in which the overgrown tyranny of railroad corporations is constantly attempting to override individual rights, one of the most arbitrary and insolent, as well as most annoying, is the refusal to receive through tickets on which the holder has seen fit to "lie over" for a short time at some way station on the route. The passenger, for example, buys and pays for a ticket to Albany or Boston, which is duly presented to the conductor, and by him "punched." On arriving at Poughkeepsie or New-Haven, the passenger descends, spends a few hours attending to his affairs, and takes the next train, confident that the ticket on which he has paid full fare will carry him over the remainder of the route. The new conductor, however, declines to accept it, on the ground that it has already been used, and the passenger is given the option of paying his fare twice or being ejected from the cars.

The object of this treatment is, of course, obvious. The fares to way stations are proportionably greater than through fares, and the more frequent the traveler's stages, the greater is the company's gain. Equally, of course, the practice is clearly illegal. Most men, however, submit to it, rather than suffer the trouble, discomfort, and loss of time consequent on leaving the train, perhaps at a distance from any station, and the expense and uncertainty of a lawsuit deter even those who accept the latter alternative from testing the matter in the courts. We trust that such will not be the course of the Paterson gentleman who, under such circumstances as we have described, was a few days since ejected from a train on the Newark meadows, and who asserts his intention to bring an action against the company for damages. He had bought a through ticket to New-York, but finding occasion to "stop over" for a late train at Newark, was met, on resuming his journey, with a demand for repayment of his fare, under penalty of expulsion. He accepted the alternative, and we earnestly hope will make the company suffer. As he is said to be a gentleman of wealth, he will not labor under the disadvantage of a majority of the victims of this exaction, on which these insolent corporations undoubtedly count.

The example of Mr. Coleman, in his protracted and finally triumphant struggle with the New-Haven Railroad for ejection, in a parallel case, shows what may be accomplished by resolute perseverance. Mr. Coleman had been made the victim of another well-known extortion in the rejection of a "return excursion ticket," which he chanced to present in reversed order. The details of the case are too familiar to our readers, through Mr. Coleman's spirited account in one of the magazines, to need recapitulation here. The principle was exactly analogous to that of the Newark outrage, and we trust in time to be able to complete the parallel by chronicling for the latter an equally satisfactory issue. The quibble on which these extortions are based and justified is too flimsy to merit notice, were it not for the perverted power which enforces it in the teeth of equity and law.

When the passenger buys and pays for his ticket to his destination, he completes a contract for his conveyance over that specified route within a reasonable time, to be determined by his own, and not wholly by the company's, convenience. That contract is not in the slightest degree infringed by a stoppage on the way, nor is the company at all released thereby from its obligation to carry the ticket-holder to the point where they have been paid to carry him. The principle seems so clear that only the defiant consciousness of power, and a reliance on the general meanness of the average passenger, encourages the companies to ignore it. One or two examples of resolute and successful resistance will do much to bring them to a more correct way of thinking on the subject, and will help to release the traveling public from a most annoying imposition.

AMUSEMENTS.

NOTES OF THE DAY.

Mr. Maurice Grau prints in another column his official announcement in relation to the engagement, for a series of 100 representations, of Signor Salvini and a complete company of Italian artists. The twenty subscription performances of Signor Salvini in this City are to be commenced at the Academy on or about Sept. 16. The subscription books will be opened at the office of the Salvini administration, Room No. 7, at Steinway Hall, on the evening of Sept. 1.....The opening performance of the season at Niblo's Theatre may be attended this evening. As already mentioned, "The Black Crook" is to be the play.....By a typographical error in the brief biographical sketch of Signor Campanini, published in yesterday's Times, 1856 was given as the year of his birth, instead of 1846. Signor Campanini is sufficiently young not to need rejuvenation by means of fanciful dates.

SPITTING.

To the Editor of the New-York Times:

I am delighted to see by your issue of yesterday that you notice with reprehension the beastly habits which characterize many who make use of our cars and boats. In your article on "spitting" you have touched upon an offense which I have often wished to see publicly branded. At its close, however, you seem to intimate that it is not possible to put a stop to this disgusting practice in our public conveyances. It seems to me that this might be attained by the corporations to which these conveyances belong, and certainly it is their duty to make their patrons decently comfortable. If it is competent for a company to do as the Fourth-avenue Horse Railroad Company has done, and put up a sign compelling conductors to eject drunken or disorderly persons, I can see no reason why they should not eject persons who insist upon disgusting expectorations.

With a view to suggesting the method of accomplishing this, let me call your attention to the contrast between the characters of the notices to be found placarded in New-York and some other places.

In New-York, on the ferry-boats, we find this sign: "Out of respect for the ladies 'genta' are requested not to soil the floor with tobacco-juice."

In a steam railroad car in Massachusetts I lately read one of quite a different type, as follows: "Persons using tobacco, and feeling obliged to spit, are requested to take seats in the *smoking-car*, and thereby avoid being a *nuisance* to ladies and other *decent* occupants of this car." (The floor here was quite clean.)

In a public hall in Toronto, Canada, I saw this: "The filthy habit of spitting is positively forbidden here."

I submit that the last two are likely to be better understood by the class to whom they are addressed. Why should they be called gentlemen who do not deserve the name? Is it not better to call a spade a spade? By plain language, and rules enforced, it is within the power of the various boat and car companies to rid the community of the nuisance referred to.

JAMAICA PLAIN.

Thursday, Aug. 14, 1873.

RUMORED COMBINATION OF OIL MEN.

The Franklin (Penn.) *Citizen* thus embodies a batch of very doubtful rumors which have been current in the oil regions, in regard to an alleged new movement to obtain control of the oil trade: "For weeks past there have been rumors to the effect that a combination of capitalists has been formed for the purpose of getting control, by purchase, of the larger portion of producing territory, with the view of entirely controlling the oil trade. The famous Standard Oil Company is reported to be the head and front of the movement. Vandergrift & Foreman, the pipe line men, and other capitalists in and out of the oil region are interested. The pipe lines are nearly all in the hands of the organization. Large tracts of producing territory have been purchased, and it is stated that 'refusals' of wells being drilled are being purchased as far as possible. Vast tracts of territory undeveloped have also been secured by lease or purchase. The low price of oil and consequent embarrassment of many operators render the operations of the combination more successful. Having once got control of the great bulk of the production, with the full possession of pipe-lines, and possessed of an enormous amount of tank-age for storing oil, and given extraordinary privileges and advantages by the railroads, it is thought the combination can control the market for crude oil as well as the refined oil market. We give the above as rumors which have been floating around for the past few weeks, knowing nothing as to their truthfulness."

LIEUT. COL. DE WITT CLINTON.

Major and Brevet Lieut. Col. DeWitt Clinton, U. S. A., died in St. Paul, Minn., on Wednesday, 13th inst. He was the eldest son of Hon. George W. Clinton, of Buffalo, and was born at Canandaigua, April 18, 1833. The Buffalo *Commercial Advertiser* gives the following brief sketch of his life: "He attended college for a time, but left before completing a full course, and studied law with his father in this city. Being admitted to the Bar in 1851, he practiced his profession until 1861, when he joined the Tenth New-York Volunteers, having received a commission as Second Lieutenant. Having been appointed aid-de-camp to Gen. Wool, he accompanied that officer to Fortress Monroe, and was with him through the great riot in New-York. He also served on the staff of Gen. Canby. In 1864 he received the appointment of Judge Advocate, with the rank of Major in the regular army, and in this capacity went to New-Orleans with Gen. Canby, and served under that officer and his successor, Gen. Terry, as Judge Advocate of the department, in Louisiana and Texas. In the Fall of 1872 he was ordered to the Department of the Dakota, under Gen. Hancock, and was Judge Advocate of that department when he died. His death is supposed to have resulted from malarial fever, contracted while serving in Texas two years ago, but, though his ill-ness was much impaired, his death at this time was not expected by his friends. He leaves a widow, having been married about a year and a half ago to Miss T. A. The parents and other relatives of the deceased, in Buffalo and elsewhere, will have the heartfelt sympathy of all. The remains will be brought to Buffalo for interment."

THE COLORADO VALLEY.

THE ATTEMPT TO FLOOD THE DESERT—INTERESTING EXPLORATIONS BY THE CHAPMAN EXPEDITION.

A San Diego letter to the San Francisco *Alta* gives some interesting information concerning the discoveries made by the Chapman Expedition, the return of the larger portion of which has already been noted in The Times. The correspondent says: "It is generally known that between the Colorado River and the Coast Range, which commences near San Bernardino and extends southerly into Lower California, there is an extensive country called popularly 'the Desert.' It is also known that the greater portion of this Desert in San Diego County, and also in Lower California, is below the level of the sea. During the Summer floods of the Colorado, which deluge hundreds of thousands of acres of rich alluvial lands, it generally happens that the extreme high tides of the Gulf of California occur in time to force the fresh water back on the sandy barriers created by its own deposits, and to form streams and sloughs of water which flow back into the desert basin. This overflow, however, is not sufficient to create permanent lakes of great magnitude, and only serves to transform the southern portion of the desert into a region of extraordinary fertility. The ostensible purpose of the Chapman Expedition is to find a practical plan for opening a canal between the waters of the Gulf and the Desert basin, so as to create an inland sea, which, it is expected, may favorably affect the climate of Southern California and Arizona, as well as provide a means for inland navigation. It is possible also that the question of irrigation is also being investigated. The surveying party sent out with Mr. O. E. B. James has already accomplished much toward obtaining data for the better understanding of this almost unknown country.

Well-armed, well-provided and fitted out here, they started out for the Desert on the Fort Yuma road. At Laguna Station, not far from the eastern base of the mountains near the Mexican boundary line, they commenced their surveys and observations. At that point they found themselves thirty-three feet below the level of the sea. The water from the Colorado backed up through New River had not been sufficient to reach the laguna, but was found about four miles further south. In a south-westerly direction, sixteen miles from Laguna Station, they found the northern extremity of a large body of water, estimated to be twenty-five miles wide and forty miles long, extending in a south-westerly direction into Lower California; bordered on the west by the Coast Range and on the east by an isolated range, which separated it from the Desert or Colorado Valley. In crossing from Laguna Station to this inland sea, the line of levels raised from thirty-three feet below the sea to 191 feet above, and showed the head of the unknown sea to be exactly on the sea level. This fact, together with the saltness of the water and the general appearance of the country, caused the engineers to think that there is on the south of the basin a slough connecting it with the head of the Gulf of California. In fact, it has been reported that there is such a slough, and that navigation is possible from the Gulf to the extreme north end of the body of water which excites so much curiosity. If so, it requires only a short cut between Laguna Station and the head of the sea to let the Gulf into the Desert. This would open a navigable canal that would reach nearly up to the northern boundary of San Diego County.

Returning once more to Laguna Station, the party commenced a new line of survey, extending southerly, along the west side of New River, and skirting the base of the isolated range of mountains that separate the basin of the inland sea from the Valley of the Colorado. They went southerly fifty-one miles, to a point which is estimated to be about ten feet below the sea level, and only four miles from the southern end of the sea to their right. On the east, to their left, was New River, and the vast Delta between it and the Colorado River, most of which was deluged with water. Before them the country became impassable for teams, owing to the waters extending up to the base of the mountainous ridge which presented a bold, rocky front. The teams and most of the party were sent back to San Diego, and Mr. James with two assistants, an Indian guide, and a pack-horse, proceeded on to ford the flooded lands and reach, if possible, by skirting the mountains, the lower end of the sea, and the supposed slough along which they proposed to find the Gulf of California, where they expected to be able to find a steamer to take them up to Fort Yuma.

The Indians inhabiting the region over which they journeyed are known as the Desert Cocapahs. The mountains to the west are inhabited by the Mountain Cocapahs. Both of these tribes are warlike, and to be feared, yet they offered no resistance to the party. Capt. Antonio, of the Diegueños at Indian Wells, had been engaged as a guide, and proved to be a valuable assistant. As soon as the party encountered the Cocapahs they were met by a chief, who wanted to know the object of the expedition. It is reported that, being assured that the intention was not to prospect for mines, and that they might pass on safely, but that the eyes of the Cocapahs would be on them. It was intimated that if they undertook to look for gold they would all be killed. The party passed through many Indian towns, and was constantly attended by a begging and watching escort of the tribe.

The area of land subject to the overflow of the Colorado is very extensive and extraordinarily fertile. It will yet attract the attention of colonists, who will find there the finest corn, cotton, and probably sugar-cane fields in the world. Seeds of cotton were planted several years ago on the Desert, which now are almost trees, and furnish the Indians with coarse fibre. During the progress of the Texas party it was found necessary to feed the horses on mesquite beans and the dry tops of a specie of coarse grass. As soon as the water recedes, the grass on the bottoms springs up, and is inexhaustibly abundant. The heat in the valley on the Desert is excessive. During the progress of the James party it is reported that the thermometer never indicated less than 114° in the shade at noon, and frequently rose to 120° Fahrenheit. Yet so dry and salubrious is the atmosphere that no great inconvenience was experienced, excepting that each one of the party carried a diet of canned fruits. No injury to the system of any one occurred. All who have returned look well and hearty, though considerably bronzed by the sun."

TOOK REFUGE IN A LOG.

The romancer of the Detroit *Press* talks as follows: "A Detroiter named Andrew Steadman, who buys cattle, deals in hides, and occasionally makes a dollar by buying and selling produce, went out to Nankin Township a few days ago to buy a span of heavy horses which were wanted by a firm in the city. Upon reaching the farmer's house he found that the man was working with a neighbor a mile away. To save the distance he cut across lots, but was warned before he started to look out for a savage bovine which had the run of a ten-acre field. Thinking how he was going to get that span of horses for $50 less than their value, Steadman kept plodding through the field, which had a strip of bushes two or three rods wide running half way across it. There were a few stumps and logs, one small tree, but nothing which prevented any one from crossing the strip. The Detroiter was about ten rods from the bushes when he heard 'a distant thunder sound,' and looked around to see from which way the shower was coming. About thirty rods away he beheld the old bovine coming for him, head down, back up, and eyes blazing. Steadman was satisfied that he was the man who was wanted, and he went for the bushes. He thought the bull would stop and run around the strip, and was startled when the old fellow dashed through them on his trail, uttering a deep 'boom!' every instant. Steadman dodged this way and that, but the bovine tore along after him, smashing bushes and leaping logs, and it was getting to be a red-hot affair when the man spied the open end of a large hollow log. The bull was not over forty feet behind, and into the log went Steadman, finding an orifice about twelve feet long, and large enough to be roomy. The bovine had seen the movement, and stopped at the log and ripped off a bushel of bark at the first dash. Then putting his horns under it he gave it a roll, and Steadman spun around like a dried pea in a policeman's whistle. The log was large, but old and tender, and every time the bull hauled back and jumped for it he covered himself with glory and clouds of bark and wood. Sometimes he whirled one end, and then he gave the centre a heave, and then he knocked a foot off the other end. Steadman swore, shrieked, and pleaded, his eyes full of bark and his mouth stopped up, and every act of his life passed before him like a vision. 'W-o-o-h! w-h-o-o-p!' bellowed the bovine, as he slammed away at the log, and every moment Steadman expected to see the roof cave in on him. He was in despair, when he heard the barking of dogs and the shouts of men, and after a few minutes the farmers succeeded in releasing him, but it took a good hour to get the kinks out of his back and the rotten wood from his ears and eyes."

A PUZZLED PREMIER.

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THE SEPTEMBER MAGAZINES.

—*The Atlantic Monthly* has a very attractive series of articles. Mr. N. J. Hoppin gives us another paper on "Contemporary Art in Europe," which will well repay perusal. Some of the peculiar features of modern paintings are judiciously set forth, and their merits and defects alike brought into prominence. Mr. Hoppin's criticism of the works of the present President of the Royal Academy, as compared with those of other English artists, is especially just. The wonder long has been among those not informed as to the inner movements of the Academy how it was that Mr. Grant was ever allowed to win the Presidency, and the title that goes with it. That he did win them has never been regarded as affording much encouragement to art in Britain. It is the opinion of Mr. Hoppin that many specimens of monumental art fail because they have no great ideas behind them. If this be true, it is scarcely the fault of the artist. That must lie with the critic. It is true that the inspiration one feels upon entering Cologne Cathedral or Yorkminster, for example, is one not entirely dependent upon the architectural merits of the place. But it does not follow that the modern eye cannot appreciate architectural merit without the inspiration of antiquity, sanctity, or historical reminiscences. Not the least attractive paper in the magazine is that by G. W. Pierce, "Two Weeks' Sport on the Coulonge River," fifty-six miles above Ottawa City. The style is pleasant and the descriptions good; and the article will be appreciated by the lovers of true sport. "Honest John Vane" is continued, and Oliver Wendell Holmes furnishes a characteristic contribution to the department of verse. Mr. James Parton's name also appears among the array of contributors. The third part of "Gunnar; a Verse Romance," is continued in the peculiar style which suits the character of the story. The conversational portions are not as well sustained in this respect. The descriptions, however, though sometimes faint, are natural. "The Rhyme of St. Christopher," by H. W. Longfellow, is worthy of the name that is appended to it. We can also commend to the careful consideration of those who are interested in some of the knotty questions of social and political science an "Experience in Community Life," by Robert Dale Owen. In a practical point of view it is well worthy of note. Some of the incidents mentioned are a little beside the main purpose of the article, which is more or less disjointed in consequence, but there is much which points to what we believe to be one of the remedies for many of the evils that are being complained of by other than the working classes—we mean co-operation. In this respect some of the teaching which Mr. Owen intends to convey may be accepted without adherence to every conclusion that seems to follow from the minute of the subject he deals with. Some interesting features of Virginia life are brought out by Mr. N. S. Shaler, in his "Summer's Journal of a Naturalist." The pages devoted to literature, arts, and music in this magazine are replete with interesting reading for the disciples of either or all.

—*Harpers.*—Few numbers of this magazine have been published which contain a greater variety of interesting matter than the one now before us. Of twenty-two articles, seven are illustrated; and in a manner which reflects the highest credit on artists and engravers. The second paper, by Col. Audenreid, on Gen. Sherman's tour in Europe and the East, is devoted chiefly to Ephesus and Constantinople. Much that is new about a locality of which so much has been written was not to be expected, but as a picture of American experience it is interesting. Of the continuation of Signor Castelar's "Republican Movements in Europe" we need to add nothing beyond what we have already said upon those papers in previous numbers. When complete they will probably be corrected, in which case they will merit at least a careful criticism. Perhaps one of the most important contributions at the present time is that of Mr. Charles Nordhoff, in which he completes his account of the Sandwich Islands. There is a freshness about this which contrasts most favorably with the unusually dismal style in which accounts of the Pacific Islands, as they emanate from ordinary quarters, usually reach us. The resources of the islands are fully and faithfully sketched. We should have been glad to find in the article a more detailed explanation of the causes which lead to the rapid extinction of the native races, a subject of great interest, and one that is attracting much attention among ethnologists. With respect to the annexation of these islands to the United States, the author of the paper says that they offer no advantages for any such movement. The natives, too, he says, are strongly opposed to annexation, which could only be made without their consent; and if made, we should find ourselves burdened with an outlying territory of no use or value to our own people, and containing a population not homogeneous with our own. The estimate formed by Mr. Nordhoff of the resources, climate, and general value of the Sandwich Islands as a place of settlement will, perhaps, surprise many who know them only through books; but it seems to us to be impartial, and it is certainly in accordance with the opinions of other observers who have visited the place under the same absence of prejudice. A notable page in the history of the Court of Denmark is given us by Mr. R. H. Stoddard in an article on Leonora Christina, wherein he presents a narrative of the incidents connected with her twenty-one years' imprisonment in the blue tower of Copenhagen Castle. For those who take an interest in the antiquities and peculiarities of the northern islands of Scotland, a paper on Colonsay and Aronsay, two of the Hebrides, and written by Judge Campbell, will be entertaining. Aronsay is the island where it is alleged the pure Gospel was first preached by the Culdees, and it still possesses one of the finest stone crosses—of which, by the way, an admirable illustration is given—that are to be found in the United Kingdom. There are still two other papers which we must mention—one upon the New-York Institution for the Instruction of the Deaf and Dumb; the other a memorial notice of John Stuart Mill, both well illustrated. The latter is highly favorable to the dead philosopher. The five editorial departments are of average excellence. "Our London Scrap-book" closes the number with some facile sketches of London low life.

—*Scribner's Monthly* has been fairly opened to a religious controversy that promises to be warmly and enthusiastically conducted. "The Orthodox Minister," who wrote in the July number on "The Liberty of Protestantism," has aroused the ire of W. W. Faris, who, with more zeal than logic, has taken up the gauntlet for "Protestant Christianity," and enters hotly into the fight. If the "Orthodox Minister" chooses to renew the contest he will not have much difficulty in finding out the weak places in his adversary's argument, for they are many and plain; meanwhile Dr. Holland himself will doubtless repeat the hard hits he has made in this same number at the *Christian Advocate*; and Protestant Christianity will look calmly on at the vigorous war that is being waged in its behalf. The prettiest illustrations we find here are in a paper on the Central Park. Of greater value is a paper by S. G. W. Benjamin, entitled "A Cruise in the Azores," giving a light though interesting sketch of those islands and their inhabitants. Two more good chapters are added to the story of "Arthur Bonnicastle," and lovers of birds and poultry will be delighted with a paper, by John Burroughs, on "The Birds of the Poets," a carefully compiled mass of curious information with much useful original suggestion. Bret Harte contributes a continuation of the "Episode of Fiddletown," and, by way of contrast, probably, Mr. Blauvelt follows with a second paper upon the subject of "Modern Skepticism."

—*The Galaxy* this month fully sustains its reputation. Possibly the author of "The Coming Marriage," Mr. Albert Rhodes, will monopolise the larger share of the attention of its readers, and most forcibly stimulate their faculties for discussion. The author takes a very practical, common-sense view of the subject of matrimony, and fully appreciates the advanced conditions of the time in relation to it. Moreover, he views without prejudice or bigotry the actual relations of woman in modern society, without accepting the teachings of extremists in either direction. He admits that in America and all countries, except England, wealth seems to soften both men and women, interrupting the growth of hardihood, simplicity, and self-denial, and destroying the higher and more useful qualities of human nature. But from such a fact it is surely too sweeping a deduction to make, that "mature civilization is not advantageous to the development of the domestic virtues." The very fact which he admits, that in England the most wealthy are among the most hardy and the most virtuous, militates against the truth of it. Nevertheless, Mr. Rhodes has given us an interesting paper, which is well worth careful perusal, and if some of his positions seem untenable, there is ample merit in the substance of his writing. Another paper, "Casual Cogitations: Will the Coming American Eat and Drink?" by Carl Benson, is also suggestive of many considerations that are very well timed just now, especially when the "athletes" of our universities are arriving at the vulgar idea that substantial food is essential to the substantiality of mind and muscle. In the "Mammoth Religion of the World," we have from the pen of Fanny Roper Feudge an admirably-drawn picture of Buddhism, its tenets, dogmas, forms, and power; the religion, which, as Dr. Morrison truly said, is "denied by the learned, even in China, laughed at by the profligate, and followed by all." Mr. Fay's contribution to the history of the revolution of 1848, in Berlin, does not add much to our previous knowledge of that event, but it gives personal recollections, it serves to direct attention at the right time to a momentous event that in the discord of great times is apt to be forgotten; and besides, it is pleasant reading, and by its lightness of structure will pave the way for Mr. C. P. Cranch's more deeply-toned article on the "Symbolism of Language." Mr. Cranch is a poet and an artist, and poetry and art run through every sentence that he writes, giving them a richness not often to be found; but leading him sometimes to soar away into realms where realities are lost to the human eye. We should be glad to see a competent rival enter the lists against some of the conclusions now dogmatically held by Max Muller, and Mr. Cranch touches some of his weaknesses, but all dealing with language must not be entered upon on the undisputed assumption that we cannot "move a step in the region of ideas without the aid of symbolism." The lighter pieces are also of average merit, and the Scientific Miscellany presents a large amount of useful information, equal, if not superior, to that offered by any of the magazines.

—*Lippincott's Magazine* is even better this month than usual. Edward Strahan, in the new Hyperion, gives us a capital sketch in words, with several racy sketches in picture, of the trip from "Paris to Marly by way of the Rhine," and his promise to continue them will certainly not be objected to by his readers. "Sketches of Eastern Travel," by Count de Beauvoir, is an outline, or the first installment thereof, of a visit to China, purporting to correct the vision of English, American, German, and French travelers in that region, who have before given us their impressions; but it remains to be seen whether that intention be accomplished. The illustrations are exceedingly good, and there is much freshness in the literary execution. "English Court Festivities" is, what its title implies, a description, so far as the writer could give it, of the customs and etiquette of the Court of St. James. A concluding paper by Fanny R. Feudge, on the "Fruits and Flowers of the Tropics," contains much that is interesting, although we are bound to confess that our experience in the tropics does not enable us to indorse the high opinions he has formed of fruits grown under a tropical sun under the circumstances then prevailing, when compared with similar productions grown with all the care and skill of modern horticulture in Europe. "A Lotos on the Nile," by Christian Reid; "Colorado and the South Park," by S. C. Clarke, and the continuation of "Our Home in the Tyrol," by Margaret Howitt, all afford entertaining reading; and another article of considerable interest, at the present moment, is entitled "The Patrons of Husbandry," by Marie Howland. The writer in this case is a zealous member of one of the granges of Husbandry, and she gives a sketch of the organization from her own peculiar point of view which cannot but attract attention. As the editor truly says, in a foot note at the end, we want more definite information as to the objects of the organization outside of the limits of co-operation only, and that we may look for hopefully, since public attention has once been aroused. The rest of the articles in *Lippincott* are of genuine interest and value, making up, as we have said, with the Supplementary Notes on Literature, &c., a number of more than ordinary merit.

—*Our Young Folks* is a neat little magazine for boys and girls, fully equal to the best of its class. The present number contains an instructive paper about the moon, which the young people will read with advantage.

Demorest's Monthly is replete with light tales and fashion plates and patterns. The ladies say the last named are the best published. They are wonderful complications—the patterns as well as the ladies.

THE CHINESE EDUCATIONAL MISSION.

In an article in the *Congregationalist*, the origin, character, and constitution of the Chinese Educational Commission, whose head-quarters are in Hartford, Conn., are set forth as follows: "In the year 1871, Tsang Kwoh Fan, a statesman of the highest order, a man of greatest energy and most rigid integrity, one who struck a death-blow upon the rebels in the City of Nankin, and by that means quelled the rebellion; who subsequently became the Viceroy of the Kiang Nan, supported by Lee Hoong Chang, the Viceroy of Chih Le, and Ting Jeh Ghang, Governor of Kiang Soo, respectively, memorialized the Emperor to select 120 clever youths, irrespective of birth and position, to be sent to the United States to receive a collegiate as well as a professional education. They are to be sent in four installments of thirty students each year. They must return to China, to serve the Government in the capacity for which they have been fitting themselves, when they have completed their course of studies, including their one or two years' travel in Europe. They are not to remain more than fifteen years. One million and a half dollars were appropriated for carrying out this educational scheme. For this end a preparatory school was established in the city of Shanghai in the Winter of 1871, where pupils are collected, and, after several months' trial of their ability, the brightest are then selected for the United States. The first installment of thirty lads arrived at San Francisco on the 12th September, 1872, and reached Springfield, Mass., on the 22d of the same month. The mission was composed of Chin Lan-Pin, Commissioner, a member of the Imperial College, and Under Secretary of the Board of Punishment; Yung Wing, Commissioner, an officer of the third rank; Chan Laisun, interpreter, with his family, consisting of Mrs. Laisun, three sons, and three daughters, and two Chinese tutors, Yeh Yun San and Yung Tsang Cheong. The above thirty pupils have been placed in different family schools in the States of Massachusetts and Connecticut, and a happier result cannot be anticipated than has already realized. The second installment arrived in Springfield a few days since. It was a remarkable coincidence, that no sooner had the memorial of Tsang Kwoh Fan, with reference to the Chinese educational mission, with all its details, been canvassed and sanctioned by the Emperor, and received a hearty co-operation from the Foreign board, than he died. Providence had endowed Tsang Kwoh Fan with extraordinary talent to quell rebellion, to govern mighty people, to carry on able diplomacy with foreign Powers, each of which requires abilities of the highest kind, and rank among the ablest men of the age; and he left a fame which Chinese historians and poets delight to celebrate. But we believe his fame in all the above abilities combined will be dim when future generations shall have learned the boldness with which Tsang Kwoh Fan, in spite of the anti-foreign element, that had great influence with the Emperor, advocated and carried out the grand scheme of the Chinese educational mission."

To this, the Hartford *Post* says, should be added the statement that the efforts of Kwoh Fan, Hoong Chang and Jeh Ghang, were due to the increasing talents of Yung Wing, now of Hartford, who was a graduate of Yale College, and went back to China filled with the one purpose of securing the education of Chinese youth by having them sent to this country. After many discouragements he succeeded in enlisting the above-named nobles in his scheme, and success followed.

PATRONS OF HUSBANDRY.

The following table of Subordinate Granges of the Grangers or Patrons of Husbandry is compiled from the latest reports of the Secretary to the National Grange in Washington:

Alabama	22	New-Jersey	3
Arkansas	26	New-York	8
California	35	North Carolina	41
Georgia	86	Ohio	86
Illinois	565	Oregon	25
Indiana	270	Pennsylvania	51
Iowa	1,770	South Carolina	133
Kansas	412	Tennessee	66
Kentucky	1	Texas	3
Louisiana	11	Vermont	24
Massachusetts	1	Virginia	3
Michigan	42	West Virginia	8
Minnesota	333	Wisconsin	189
Mississippi	202	Colorado	2
Missouri	523	Dakota	11
Nebraska	305	Canada	8
Total			5,229

ANTHRACITE BURNING LOCOMOTIVES.

The Boston *Traveller* says two anthracite coal-burning locomotives are now in daily use on the Eastern Railroad, and that they possess greater power and speed than engines of the old pattern, and are also in their action more economical. As an illustration of their good qualities, it says that a long passenger-train arrived at Portsmouth from Portland on Monday, nineteen minutes behind time, but although the grades between Portsmouth and Boston are unusually heavy, a hard-coal locomotive made up the lost time and brought the train into Boston according to the schedule. The distance from Portsmouth to Somerville (fifty-four miles) was made in one hour and forty minutes. Reckoning two minutes for each of the six stops, this would make the mean time one hour and twenty-eight minutes over heavy grades with a very heavy train.

FRANCE OF TO-DAY.

THE LEGISLATIVE SESSION—THE GOVERNMENT'S FOREIGN POLICY—MACMAHON'S ATTITUDE.

Under date of Aug. 2, the Paris correspondent of the London *Times* writes as follows: "The summary of the session, or of the part of a session comprised between the 19th of May and the 29th of July, may be briefly made, since its most important event, the change of Government, has already been examined and discussed so fully that its smallest details must be present to the memory of all who take interest in following up the thread of French politics. Some of the incidents of the six weeks' recess were of evil omen for the Government of M. Thiers. The elections of the 27th of April and the 11th of May were the cause of his fall. There had been some unpleasant symptoms toward the close of the previous session, such as the retirement of M. Grévy from the Presidential chair, and the election in his stead of a man whose character and career inspired no confidence in the Republican sections of the Assembly, but the ruin of the Thiers Government was the rashness and want of judgment of the Radicals. It is difficult to believe there was malice prepense in their conduct at that time; they simply blundered, and did irreparable injury when they meant to give support. Themselves a feeble fraction of the Chamber, they could not intend to facilitate the overthrow of a government for which the only possible substitute must be one profoundly hostile to themselves. Had there been a chance for Gambetta they might have renounced and undermined Thiers, but they knew there was none. Like the over zealous bear in the fable, they thought to serve their friend while dealing him a crushing blow. To themselves the result of their heavy-handed tactics has been that they are kicked into a corner, that the few public functionaries whom they claimed as their own have been displaced, that the Assembly has taken precaution against their violence of speech, and that their favorite champion and orator, when he harangues during the vacation, will have no larger audience for his attacks upon the Assembly than that which may be gathered within range of his voice. A small share of that patience and moderation which they of late have affected in their language, but which they never exhibit in their acts, would have induced them to withdraw Barodet from opposition to so highly respectable and truly liberal a candidate as M. de Remusat, and so to have given the Government a strengthening victory, instead of inflicting on it a defeat which afterward reacted on themselves. Victors in the polling-boths, they soon found themselves grievously beaten in the Chamber. The coalition of the Right saw its opportunity, and was not slow to avail itself of it, and in justice it must be owned that it did so adroitly. In that long and eventful Saturday, when the Assembly sat, with two short intervals, from 9 in the morning till past midnight, the Thiers Government was overset, and the Right reigned in its stead, represented by MacMahon and by a composite Cabinet, comprising most of the best men on that side of the House. They are all men of good reputation, and to whom credit must be given for a sincere wish to do their best for their country. What they most lacked was experience, and that is a defect which every day will mend. As was to be expected, they have fallen into some mistakes, of which the most has been made by their political opponents, the most powerful and dangerous of whom, however, has abstained entirely from harassing them, and has only twice shown himself for a few minutes in the Chamber since he resigned power. The most important measure they have passed, the only one particularly mentioned by MacMahon in his message, is the bill for the organization of the army, and that is a measure on which the public can hardly form a judgment until it shall have seen how it works. It would be interesting to know, could it be ascertained, whether in the new organization defense or offense has more especially been kept in view, but the military authorities have declared this most difficult to detect, and to have lately seen how Prussia, which had always been supposed defensively organized, was able, in a very few days, to assume the offensive with enormous forces.

THE FOREIGN POLICY.

As regards its foreign policy, the short career of the present Government has been hitherto uneventful. It announced from the first its wise intention to make no change in that which M. Thiers had followed. It could not do better than adhere to a line which had maintained France on a friendly footing with all foreign Powers, and had rendered her relations even with Germany less constrained and unpleasant than might have been augured from the certain hostile feeling which still exists between the two nations. One of the most important events of the session has been the sanction given by the Assembly to the renewal of free trade between this country and England, by the readoption of the treaty which the mistaken commercial policy of the last Government had departed from. The de Broglie Cabinet deserves credit for the earnest exertions by which alone it was rendered possible to get the treaty voted this session—exertions unquestionably stimulated by a friendly desire to meet the wishes of the English Government in this respect, as well as by a proper regard for the true interests of France. I believe I am justified in saying that the present Government sets the highest value on the good-will and good opinion of England, and the Duc de Broglie is well known to have preserved a warm sympathy with the country, where he for some time resided as French Ambassador.

MACMAHON'S ATTITUDE.

There is one point of marked similarity and one of striking contrast between the position of this Government and the last. The similarity consists in the fact that both exist only by the support of parties whose views they do not share, and to conciliate whom is at once their chief difficulty and their urgent necessity. The majority of the present Cabinet would certainly not favor the views of the Bonapartists or of the fanatical section of the Clerico-Legitimists any more than M. Thiers, who has repeatedly declared himself 'as Conservative as any of them,' would ever have been induced to adopt the subversive theories of the Radicals. The point of contrast is that whereas in the last Government M. Thiers was everything, in the present all the prominence is for the Cabinet, and the President keeps in the background, contenting himself with the restricted functions of a constitutional sovereign, and with guaranteeing public order by means of the army. The Marshal's election to the Presidency was well received, even by many who deplored the loss of M. Thiers, and believed that no other man in France was so well able to pilot the ship of the State through the breakers still ahead. There was only one opinion as to the honor and patriotism of the gallant soldier who had twice saved the nation, but military fame is by political intrigues. During his two months of power his popularity has increased rather than diminished, and even those who most hate his Government have words of respect for him. The Republicans accept his word as a sure pledge that for the present, at least, the form of government they prefer will be maintained; the Monarchical parties do not look upon him as an obstacle—the Legitimists because they base hopes on the known predilections of some who are nearest to him, and the Orleanists because they think he might easily be induced to resign his present post in favor of a candidate they would prefer. His enemies have said that he coveted power, but few believe that he would cling to it. The general opinion is that he takes very little share in the business of the Government, and it is said that he has been heard to complain of having duties thrust upon him for which he considers himself ill-adapted. He is a soldier and no politician. His indifference to power may be a necessity to which a large portion of the majority and certain influential members of the present Cabinet look forward with hope."

THE LAW OF PROPERTY IN TURKEY.

The *Pall Mall Gazette* says: "An important decision has been arrived at in Turkey with reference to the succession of foreigners to real estate. Prior to the passing of the law conceding to foreigners the right of holding real estate in the Ottoman dominions—which has now become available to the natives of all countries whose diplomatic representatives in Turkey have signed the protocol—many foreigners did, in point of fact, possess land and houses in Turkey in the names of their wives, who, for this purpose, had become Ottoman subjects. But the Ottoman code, until modified by the new law, did not permit of the real estate of an Ottoman subject passing by inheritance to any of his or her relatives who were foreign subjects. The question has, therefore, arisen whether, in the case of wives of Europeans having become Ottoman subjects, and holding real estate, who died before the new law took effect, their children or other relatives, foreign subjects, can inherit such estate. The question had been formally put to the Government by the administration of the Defterhané, (Registry of Deeds,) and the Council of State has decided that successors of this description cannot inherit, the law not being retrospective. This decision has been conveyed to the Minister of Foreign Affairs in a dispatch by the Grand Vizier, which the *Levant Herald* gives *in extenso*."

STRIKE BY CHINAMEN.

The Chinese in the employ of Mr. Adams, the shoe man at North Adams, Mass., having struck, the Providence *Journal* discourses upon the matter as follows: "There are one or two points about this strike which seem worthy of notice. It is intimated in the local papers that the strike is in consequence of the instructions of the Sunday-school teachers; the paper euphemistically and gallantly puts it, the 'mischief-making spirit of our female friends.' In Utah, it is jealousy, in Massachusetts it is general devilry which animates the sex, if we are to believe the exponents of each section. But, whether stimulated by the fair expounders of Biblical knowledge, or animated by an educated sagacity normal to the almond-eyed race, the fact is that the Chinese have made a strike. But, and this conjunction we submit to the careful and candid attention of other and more assuming and demonstrative workmen from other lands, as well as those to the manner born, these Chinese worked out faithfully the contract upon which they entered with Mr. Sampson when they engaged in his service. Nor do we learn that these men pound, beat, or threaten those who chose to work for Mr. Sampson at any wages they and he can agree upon. If the Chinese can come over here and earn wages which to them are enormous, but which trade will fully justify, everybody ought to rejoice. Compared with the conduct of some Americans, and some foreigners who have looked upon the Asiatics as barbarians, the latter are worthy of all commendation. It has come to that pass that a man who honestly fulfills his contract when it bears a little hard upon him is a noticeable person. Mr. Sampson did well in introducing the Chinese, the Sunday-school teachers have done well in Christianising them, and they will do well in demanding good pay and doing honest work."

STORY'S NEW STATUE.

THE PLASTER CAST—DESCRIPTION OF THE MODEL.

The Rome correspondent of the London *Daily Standard*, in the course of a letter on "Art in Rome," has the following: "Now for another statue, which, unless I am very much mistaken, will be a joy to generations who will have long since lost sight of and forgotten the subjects of the disputes and parliamentary divisions which occupy our attention so exceedingly from day to day. It is the last work which has been completed by Mr. Story, and I am disposed to think upon the whole the finest which has yet come from his hand. It represents the Cumæan Sibyl, and forms a pendant to the sculptor's previous statue of the Libyan Sybil—the *insana vates* whom Æneas was to find when he should reach Cumæ, 'Divinosque lacus et Averna sonantia sylvis;' and who 'fata canit, foliisque notas et nomina mandat.'

The new statue, which I saw first in the clay, and which has only recently been cast in plaster, preparatory to its execution in marble, is in every respect a most admirable and suggestive companion to the statue of her Libyan sister. They are both sitting figures, and are contrasted not so much by external differences of *pose* (though these are abundantly sufficient to exclude any suggestion of repetition in the conception) as by differences of expression so singularly and successfully marked as to constitute the pair of statues a real psychological study. And this contrasted difference of expression is to be found, it must be well understood, not only in the face but (as is ever the case in nature's handiwork when it is not disfigured by trivialities of costume or by conventional affectations) in every line and contour of the composition. In a word, the 'Lybian Sibyl,' Mr. Story's previous work, is the embodiment of the objective, the 'Cumæan' of the subjective action and attitude of the mind. And those who can remember the eloquent, though not pellucid, stream of the old man's talk at Hampstead might conceive the delight with which Coleridge might have lectured on the two statues, and illustrated from them the incarnation of his metaphysical distinctions.

The face of the Cumæan Sibyl, beautiful with a very high degree of severe and sad loveliness, rests on the back of her left hand, the elbow of the arm resting on a pile of loose leaves, which in their turn rest on a fragment of architecturally sculptured marble. Her head is bound with a fringed kerchief, tied at the back, beneath which her hair, short and loosely curled in front, and braided in a multitude of loosely-plaited locks behind, escapes. She is draped with great success as regards noble simplicity of fold up to the hip. The right foot and knee are drawn backward, and the right hand holds her stylus poised. On her forehead is an ornament consisting of the winged dragon, the emblem of eternity. But these statements of a series of bald facts, though they may enable the reader to form some idea of the general outward appearance of the statue, can, of course, give him no idea of that which constitutes really the very remarkable merit of the work—its singular power of suggesting and expressing the inward and invisible by means of the outward and visible. She is passing for the inspiration, which will come. But so also is her sister, she of Libya. But the Cumæan prophetess is seeking it from within; the other from without. The latter is the seeress, gazing with intently outlooking eye into the far future. The Cumæan is watching and waiting for the interpretations of fate, which are being evolved from the world of thought and consciousness within her. But what I am wholly incapable of explaining, or even describing, though I am conscious enough of it when standing before the statue, is the wonderful way in which all the pose and modeling of the figure have the effect of contributing to and intensifying the psychological attitude intended to be represented.

The presentment is a highly poetical one withal. The spectator gazes, and gazes on, irresistibly impelled by dreamings on the fateful suggestions which are converting themselves into visions as they rise from the travailed soul of the prophetess. What human destinies are slowly gathering into form beneath her inward-turned gaze? She is not certes gladdened by what is revealed to that gaze. The face is unutterably sad. But the travail is all within. Without is the repose of beauty, and the utter calm and terrible rest of destiny! It is the very tragedy of inalterability!

And all this poem in marble the author of it has succeeded in creating for us by working from within outward. The ordinary sculptor who would produce a draped figure correctly must, as every one knows, have a correct notion of his model as he would be undraped. In the work of Signor Monteverdi the excellence of representation attained could not have been achieved without this knowledge. But for the production of the higher and nobler efforts of the art it is needful that the artist's work should begin from a yet more intrinsic conception of the individuality he wishes to set forth—a clear and well-defined conception of the soul of the individual must precede the physical operation of clothing it with flesh and bone, as his second work must precede the further clothing of the body with garments. And this, in clear contradistinction to the method followed by the producers of 'realistic' art is the secret by virtue of which the great art-triumphs of all ages have been attained, and is that which has led the author of these two Sibyls to that excellence which will make these statues a possession for all time."

AFFAIRS IN SPAIN.

The Cologne *Gazette* publishes a letter from a merchant in Seville which gives some interesting particulars as to the present condition of affairs in Spain. There are numbers of merchants in the principal Spanish towns, he says, in whom under ordinary circumstances one may place unlimited confidence, but many of these are now utterly unable to meet their engagements, as they cannot obtain money from their clients. Trade is almost completely at a standstill; cash has all but disappeared, and credit is paralyzed. "I have just returned," says the writer, "from a six weeks' tour, during which I visited Malaga, Granada, Valencia, Murcia, and many other provinces in the South to collect money due to our firm, and I could get but very little. Merchants of great eminence showed me their books and proved that considerable sums were due to them from substantial customers, but I could not obtain a quarter of the money they owed me, simply because they had not received any them selves. Whether this state of things will improve I cannot venture to say, but I do not believe it will, at least for some time to come. The interior of the country is in a desperate state, the authorities are completely powerless, and the laws are practically a dead letter. Every one does pretty much as he likes, and the Ministries at Madrid, of which we have a new one almost every week, have not the least influence or authority. As for the standing army, it is in a state of dissolution; desertions and mutinies occur daily. Fortunately the Spaniards live with great moderation, so that pauperism has not yet increased as much as would have otherwise been the case. But what will happen when people have consumed their savings no one can say. Already the loan offices are quite full of pawned articles that they either refuse to take any more or offer very small sums in return; for they, too, are beginning to feel the want of cash. Thefts and burglaries are of daily occurrence, and as the police is now useless, every one protects himself as he best can, much as people did in the Middle Ages. There was in Seville an insurrection broke out during my absence, and much blood was shed. No one believes that the city will remain quiet long, and all who are able to do so escape to Portugal or some other country. The large suburb of Triana, on the other side of the Guadalquivir, where the lower classes live in great numbers, is in a very agitated state, and if the plans of plunder and destruction which are said to be brewing there are realized, it will go hard with the city. The strongest and most active party here and in Andalusia is unquestionably that of the International, which wishes to introduce socialism into the country, and the crowds of adventurers and needy men of all classes in the large cities are only awaiting the command of their leaders to rob and plunder the rich. Fortunately, they distrust each other, and this has hitherto prevented a general outbreak. The clergy, on the other hand, labors with increasing zeal for the Carlist cause. A great quantity of arms for the Carlists have already been smuggled over from Portugal, and distributed among the people in the villages, and Carlist agents and officers travel secretly about the province to provoke insurrection. It would be a terrible thing if the Carlists and Internationalists, both equally savage and equally detesting each other, were to come into collision; such a struggle, whoever might be the victor, would put an end to the prosperity and civilization of Spain for a long time. In the larger towns the clergy has lost all its influence, both among the Liberal citizens and the mass of the inhabitants, and Carlism is even less popular; but in the country its influence with the peasantry and the nobles has increased during the late events. The strong, hardy peasants, and the many officers of the nobility would, if it came to a civil war, furnish the best soldiers, and the violence of the Radicals has even driven several peaceful and wealthy citizens to the Carlist Party, though they were anything but Carlist at heart."

THE INTERNATIONAL BRIDGE.

PROGRESS AND CHARACTER OF THE WORK—THE ROADS TO CROSS IT.

It is now expected that the great International Railway Bridge, to span the Niagara River between Buffal coind Fort Erie, will be completed, and a formal opening take place, some time in October next. It is the enterprise of an independent company, was commenced in May, 1870, and its cost will be something over one million of dollars. The Buffalo *Commercial Advertiser* thus describes it: "The superstructure is of iron, supported on stone piers, with the necessary draws for the passage of vessels. The length of the main bridge, across the river, is 1,968 feet; thence across Squaw Island to the west end of the bridge over Black Rock Harbor, is about 1,200 feet; and the bridge over the Harbor to Niagara-street, is 517 feet. Squaw Island is at present crossed by trestle work some twenty feet in height, but this is to be filled up so that the track across the island will be upon a solid embankment. The work of filling will not be done until the completion of the bridge, however, as the material is to be brought from Canada. Commencing at the Canada shore there will be nine spans across the river proper; three of them are 190 feet each in the clear; then come three spans, each 240 feet in the clear; then two draw openings, each 160 feet; then one span of 190 feet, to Squaw Island. The length of the bridge across Black Rock Harbor, as before stated, is 517 feet. and in this will also be two openings of ninety feet each, with a pier between. The 'swing' over this opening, as well as that over the opening of the river, will be operated by steam, and the length of time required to open or shut the same is given at fifty seconds. The location of the swing in the river—nearer the American than the Canadian shore—is in accordance with the decision of a commission of United States engineers, appointed by the Government, consisting of Gen. Warren, Col. Merrill, and Col. Harwood, and the selection of the position meets the entire approval of the Canadian parties. Of the piers in the river, eight in number, all are finished save one in about the middle of the stream. In preparing for the foundation of this it was discovered that the rock in the bed of the river was covered to a depth of about nine feet with gravel. This it was, of course, necessary to remove. The work of removal has been finished, and the laying of the foundation will be immediately commenced. It is calculated that the pier will be completed in the course of three or four weeks. All the piers are so laid and built up as to secure the greatest solidity, and offer the least possible resistance to the ice. The depth of the water in the river, where the bridge crosses, is from ten to forty-three feet. The iron-work for the bridge is manufactured at Phœnixville, near Philadelphia, and the superstructure is known as the Pratt truss. The trusses consist of four main lines—that from pier to pier, the lower chord, as it is called; that parallel with it, but at a considerable height above it, and known as the main chord, and the corner supports at either end, on which the upper chord rests. The upper chord and end counters are tubular, put together in five pieces, with flanges. The lower chord consist of rods which tie the counters and verticals, and resist the tendency of the upper chords to thrust the counters apart. The upper chord is that on which the roadway is hung. Transverse girders are suspended therefrom. The girders bolted to the lower chord and connected with the upper by an iron vertical principal. The uniform lord which would necessarily fall on this vertical principal is distributed latterly by means of counter-braces and rods, until it is thrown finally on the piers. The bridge has the strength of a tubular one, without its weight and other objections. Vertical and counterpieces form the sides; the tops of the vertical principals, united horizontally, strengthened diagonally, and supported by angle ties, form the roof; and the roadway constitutes the floor. A novel plan is pursued in placing the iron spans upon the piers. They are built upon a frame-work over a number of pontoons, which act in the manner of a dry dock. The pontoons are carefully dropped between the piers, and when in position water is let into them, and the iron truss is settled into its exact place on the piers. The chief engineer in the construction of the bridge is Mr. E. P. Hanaford, of Montreal, and the resident engineer is Mr. J. Hobson of Fort Erie. The Grand Trunk, Great Western, and Canada Southern Railways have already put down approaches to the bridge on the Canada side. The approach on this side is about 100 feet south of Parish-street, and here, also, several of the roads have already put down tracks, including the contemplated New-York, West Shore and Chicago Road."

AVENGED BY HIS SON.

A correspondent of the Louisville *Courier-Journal* relates the following: "Some years ago there lived in Spencer County a large family by the name of Wathen, and in this family was a son named Nathan. Early in life this young man married a daughter of Kaiser Hughes, but, after a short term of married life, the couple separated and the wife obtained a divorce. After this, Nathan Wathen emigrated to McCracken County, where he located near Paducah. He engaged in business with a brother of his former wife. In a short time after this the war broke out, and the Federal soldiers occupied Paducah, thus furnishing an opening for money-making, and Wathen gave up his situation with Mr. Hughes and went to Paducah and opened a sutler-shop. While in this business he became acquainted with Mr. John Harrilson, a man well and favorably known. After several business transactions, however, the two men fell out, and the result was the death of Harrilson at the hands of Wathen in a desperate affray. Harrilson left a wife and one son, whose given name was Walter, and his age was then about seven years. This tragedy caused Wathen to flee the country, and he went to Arkansas, where he has lived in peace until the 29th of July. Young Walter Harrilson, with the lapse of years, grew up to manhood, and about the first of last month he bade his mother adieu, and left his Kentucky home to seek fortune elsewhere. His first stopping-place was at Arkadelphia, Ark., where he quickly made friends and soon obtained employment. One evening, soon after his arrival, he told one of his newly-made friends about his past life, also the particulars of his father's death, and in the narrative mentioned the name of Nathan Wathen, at this name the friend sprang to his feet and said: 'That man lives in this place, and I know him well.' Young Harrilson then said if this were true he would find him and revenge his father's death. This remark was repeated by other parties until it reached the ear of Wathen. Time passed on, until the 29th of July, when the parties met in a grocery store. Words ensued, when Wathen seized a stone, which he threw back at Harrilson. Harrilson then drew his revolver and fired a shot, which pierced the heart of Wathen, who whirled around and fell prostrate to the ground. Harrilson rushed out to shoot again, when Wathen said: 'Don't shoot me again! You have killed me, and I forgive you to forgive me for killing your father.' Harrilson replied that he would forgive him, but doubted if God would. Wathen then turned over on his side and expired. Harrilson at once gave himself up to the authorities, was tried the second day after the tragedy, and after a thorough hearing of the case was honorably acquitted."

AN APPEAL FROM A RELEASED CONVICT.

NEW YORK August 15 '73

Sir

having read an article in your paper of to day about prison reform allow me to say a word about that there never will be any reforming as long as men are treated the way they are after leaving prison it seems to me as if no one will employ them the only way to reform prisoners is to give them some way of earning their own living when they come out after having served their time out that is the only way it can be done all the discipline & preaching in the world will not do it if men cannot get work how are they going to live I have made as good resolutions as it is possible for man to make but I cannot get any employment now who will be the first to help me to reform by giving me some work to do

F W R New-York

Mr Editor excuse this advertising myself.

FROM A "COMPETENT DRUG CLER.

To the Editor of the New-York Times:

In regard to the articles in your paper about Drug Clerks, may I ask, Why dont The Proprietors of Drug Stores Pay a Salary so a Competent Drug Clerk can live Instead paying the Paltry Sum they do If they did that Then there would be some inducement for a competent Druggist to remain in the business Instead they all leave the same when an opportunity offers, One who has had fourteen years experience in the Retail business and now only receives $14 a week and work 18 & 19 hours out of the 24. Yours &c KINO

NEW-YORK August 15 1873

THE DANGER OF LAUGHING IN THE WRONG PLACE.

In addition to the regular claque at the Paris theatres, a new profession has sprung up with a similar object, though the means of attaining the latter are not the same. The scene of action, too, is different, being in this case the Cafes Chantants. Attached to these establishments are

THE REAL ESTATE MARKET.

There is no apparent improvement in the condition of the market for real estate, and no public sales worthy of special comment were held at the Exchange during the past week ending with Saturday, Aug. 16. The whole amount of City realty sold by public auction there makes but a slim exhibit, being in the aggregate but $100,416, as against $80,325 for the previous week. The figures show a slight increase over and above those of the preceding week, but as the property was all disposed of under legal orders, no improvement in the condition of the market is indicated by the increase. There were, however, one or two important sales consummated by private contract, the most notable of which was that of the four lots of land situate on the south-west corner of Fifty-seventh-street and Fifth-avenue, Mr. Stevens having purchased them from W. T. Blodgett, Esq., for the following prices, viz: The lot, 25 by 100, on the south-west corner of Fifth-avenue and Fifty-seventh-street, for $80,000; the lot, 25 by 100, on the west side of Fifth-avenue, adjoining, for $65,000; the lot, 23.5 by 100, on the west side of Fifth-avenue, adjoining, for $60,000; and the lot, 25 by 100, on the south side of Fifty-seventh-street, adjoining, for $35,000, or a total for the plot of $240,000. Mr. Blodgett also sold one lot, 25 by 100, on the south side of Fifty-seventh-street, 100 feet west of Sixth-avenue, for $25,000. He bought the lot about two years ago for $13,000. The above sales show that although the market has been extremely dull for some time past, prices of the best classes of property are still firm and values steadily advancing.

Of suburban property but a small amount has been disposed of during the past week, and the only auction sale of country property held during that period that is worthy of notice was that of the "Barhydt" property, belonging to John Morrissey, Esq., and which is situated at Saratoga Springs, N.Y. Though this property is located at too great a distance from the Metropolis to be classed as "suburban," it is still of sufficient importance to entitle it to a place in this column, as many of the buyers were residents of the City of New-York, and the sale was conducted by Jere. Johnson, Jr., one of our enterprising citizens, who carried it through in a manner that was perfectly satisfactory to all th parties concerned. The house and 200 lots brought a total of $38,400. The details in full were printed in our issue of Saturday last. For the present week there are no suburban or country sales noted to be held by any of the New-York real estate auctioneers, and the auction sales of real estate noted to be held at the Exchange are very few in number and all of a legal character.

THIS WEEK'S AUCTIONS.

To-day, Monday, Aug. 18.

By Matthew T. Brennan, Sheriff, the premises on the south side of Twelfth-street, 173.6 feet west of Second-avenue, 22 by 106.6. Also the leasehold premises on Ninety-second-street and East River, fronting on Avenue A.

Tuesday, Aug. 19.

By James M. Miller, at the Exchange, Supreme Court, foreclosure, C. Matthews, Esq., referee, of the premises on the east side of Third-avenue, 50.10 feet south of One Hundred and Tenth-street, 20 by 85.

Wednesday, Aug. 20.

By James M. Miller, at the Exchange, Supreme Court, foreclosure, G. H. Crawford, referee, of the leasehold premises on the south side of Twenty-first-street, 100 feet west of Tenth-avenue, 25 by 91.11.

Thursday, Aug. 21.

By V. K. Stevenson, Jr., at the Exchange, foreclosure sale of the house and lot, 16.9 by 106.5, on the north side of Forty-seventh-street, 262.6 feet east of Tenth-avenue.

Saturday, Aug. 23.

By Matthew T. Brennan, Sheriff, the premises on the north side of Fifty-ninth-street, 205 feet east of Third-avenue, 25 by 100.4.

RECORDED REAL ESTATE TRANSFERS.

NEW-YORK.

Friday, Aug. 15.

Greenwich-st., w. s., 88.3 ft. n. of Jane-st., 21.3 x93.1 ..... $15,800

34th-st., s. s., 153.2 ft. e. of Madison-av., 18.8x 98.9 36,250

35th-st., n. s., 125 ft. e. of 2d-av., 18.9x98.9 9,000

39th-st., No. 313, n. s., 175 ft. e. of 2d-av., 25x 98.9 20,500

92d-st., n. s., 125 ft. e. of 2d-av., 25x100.9 4,000

123d-st., s. s., 100 ft. w. of 3d-av., 28x100.11... 9,000

74th-st., widened, s. w. corner 1356th-st., 49.11 x100; 135th-st., s. s., 100 ft. w. of 7th-av., 25x 99.11 25,000

CITY REAL ESTATE.

AN EXCELLENT DWELLING, THREE-STORY high stoop, between 5th and 6th avs., in an unexceptionable neighborhood, in beautiful order, fully furnished from kitchen to roof in handsome style, will be sold or let with instant possession, or half the purchase-money can remain on mortgage. House contains seven bedrooms, two parlors, dining-room, kitchen, bath-room, laundry, some fifteen commodious closets, and clean, sweet cellar. Parlors frescoed and all walls tinted; a solid, admirably-built house, with every convenience for a comfortable home. Will be sold at a bargain to an immediate purchaser, or let furnished for three years at $3,000 a year.

WIRT SIKES, Owner,
No. 55 West 9th-st.

A FOUR-STORY BROWN-STONE HOUSE for sale in 38th-st., near Park-av., 21x56x100; has recently been put in complete order; has back staircase, and is very desirable; price reasonable.
OGDEN & CLARK,
Broadway, Corner of 17th-st.

WE ARE OFFERING FOR THE WINTER some most desirable furnished houses for private families; also, some very desirable ones, both furnished and unfurnished, for sale at reduced rates. See special list.
E. LUDLOW & CO., No. 3 Pine-st.;
Branch office, No. 35 East 17th-st.

FOR SALE OR TO LET—A BEAUTIFUL COTtage on 152d-st., 300 feet west of Grand Boulevard; splendid view of the Hudson; modern improvements; terms easy. W. N. GRISWOLD, No. 744 Broadway, Astor-place.

FOR SALE OR TO LET, CHEAP—THE FIRST-class English basement house No. 513 West 23d-st.; built by days' work.
W. N. GRISWOLD,
No. 744 Broadway, Astor-place.

COUNTRY REAL ESTATE.

WESTCHESTER PROPERTY.—A PLACE AT Rye Neck, one mile from Mamaroneck; three-quarters from Harrison Depot; cottage house, barn, grapery, &c.; four acres of land; good healthy location; occupied by present owner for ten years past; will be sold cheap, and on favorable terms. Apply to
E. A. GRAHT, No. 875 Broadway.

ORANGE, N. J.—COUNTRY HOUSES, LANDS, and village lots for sale; a great variety. Also, furnished and unfurnished houses to let for season or year, by WALTER R. SMITH, formerly Blackwell & Smith, Orange, corner Main and Cone sts.

FOR SALE—DELIGHTFUL COUNTRY-SEAT ON the Hudson, near New-Hamburg; fifty-one acres; good improvements; price $50,000; will take City property. RICHARD V. HARNETT, No. 111 Broadway, Room F, basement.

REAL ESTATE AT AUCTION.

RAVENSWOOD PROPERTY.

FORECLOSURE SALE OF VALUABLE PROPERTY,

HOUSE AND GROUNDS,

AT RAVENSWOOD, LONG ISLAND.

On the premises, Aug. 19, 1873, at 12 o'clock M.

For full particulars apply to

SEWELL & PIERCE, Attorneys, &c.,
No. 178 Broadway.

STORES, &C., TO LET.

OFFICES TO LET
IN
TIMES BUILDING.

SPLENDID OFFICES TO LET IN THE FIRE-PROOF TIMES BUILDING.
Apply at TIMES COUNTING-ROOM.

TO LET—BEAUTIFUL STORE, FIRST FLOOR, NO. 11 Clinton-place; plate-glass show windows.
W. N. GRISWOLD,
No. 744 Broadway, Astor-place.

TO LET—THE SPLENDID STORE, FIRST FLOOR, No. 763 Broadway, opposite Stewart's; plate-glass show windows.
W. N. GRISWOLD,
No. 744 Broadway, Astor-place.

NEW SITELY HOTEL FACING BROADWAY, between Cooper Institute and Bible House, to lease; 100 suites rooms, store and large restaurant under the same. Nos. 25 and 27 3d-av.

DWELLINGS TO LET.

TO LET—SEVERAL FIRST-CLASS FLATS POSSESsing all the modern improvements in the four new buildings erected on 4th-av., corner 32d-st.; to strictly respectable families only; references required. Apply at office, No. 106 East 32d-st.
THOMAS STEVENSON, Agent.

AT TARRYTOWN, ON THE RIVER BANK, a short distance north of the depot, to let, a brick house, furnished complete; twelve rooms; two acres, in lawn and garden. Rent per year, $1,200.
S. EMBERSON, No. 659 6th-av.

A FULLY-FURNISHED HOUSE TO LET—On Murray Hill, first-class neighborhood; four-story brown-stone; in complete order; newly painted; rent only $3,000 per year to private party. OGDEN & CLARK, Broadway, corner 17th-st.

AT TARRYTOWN.—A CHOICE PLACE TO let; immediate possession; a new French slate roof house; all modern improvements; furniture all new; nice grounds, stables, &c.; river view. Rent, $1,800 per year.
S. EMBERSON, No. 659 6th-av.

AT TARRYTOWN,—ON BROADWAY—TO LET, immediate possession, a cottage, eight rooms; nice grounds; river view. Rent $600 per year.
S. EMBERSON, No. 659 6th-av., near 38th-st.

A PRIVATE FAMILY WANTED FOR FIRST-class brown-stone dwelling No. 222 East 17th-st.; fixtures complete. EDWARD J. SALMON, No. 23 East 17th-st.

BROOKLYN REAL ESTATE.

LOTS FOR SALE OR LEASE, FOR FACTORies.—920 lots with bulk-head water-front; prices low; terms easy. Apply to S. B. SCHIEFFELIN, No. 170 William-st.

REAL ESTATE WANTED.

WANTED TO PURCHASE—A FIRST-CLASS modern house on Murray Hill; possession as soon as possible.
W. N. GRISWOLD,
No. 744 Broadway, Astor-place.

PROPOSALS.

PROPOSALS FOR SEA-WALLS

DREDGING IN BOSTON HARBOR, FILLING A PARCEL OF SOUTH BOSTON FLATS, AND FOR THE PURCHASE OF SUCH PARCEL.

COMMONWEALTH OF MASSACHUSETTS,
OFFICE OF THE BOARD OF HARBOR COMMISSIONERS,
No. 8 PEMBERTON-SQUARE, BOSTON, July 17, 1873.

SEALED PROPOSALS will be received at this office until WEDNESDAY, Aug. 20, 1873, at 12 o'clock noon, for inclosing with sea-walls and filling a parcel of the Commonwealth's flats in South Boston, situated at the function of the main and Fort Point Channels, in Boston Harbor, bounded south-west by flats of the Boston Wharf Company, and south-east by flats sold to the Boston and Albany Railroad Company, and containing about 1,000,000 square feet, more or less, as follows:

1. For about 700 lineal feet of light sea-wall on Fort Point Channel.

2. For about 1,300 feet of heavy sea-wall on Fort Point Channel and the main channel.

3. For filling said parcel to grade 13, with material dredged by the contractor from the mouth of Fort Point Channel and from a portion of Boston Harbor, which is to be dredged uniformly to a depth of twenty-three feet at mean low water.

4. For filling said parcel with good clean gravel from grade 13 to grade 16.

5. For the whole work of building said sea-walls and filling said parcel, as aforesaid, on or before Oct. 1, 1876.

The above work must be done according to plans and specifications to be seen or furnished at this office between the hours of 9 o'clock in the orenoon and 12 o'clock noon.

The contractor will be required to give a satisfactory guarantee that he will execute a contract according to his proposals, and to give satisfactory bonds for the faithful performance of his contract.

The Legislature of Massachusetts has appropriated four hundred thousand dollars toward the above specified sea-walls and filling, but no contract will be made binding the Commonwealth for any more of said work than can be paid for by appropriations of the Legislature, under the laws of the Commonwealth.

PROPOSALS FOR PURCHASE.

Sealed proposals will be also received as aforesaid for the purchase of the whole or any portion of said parcel of flats for cash, the purchaser to build said sea-walls and do said filling according to said plans and specifications, and to perform all the obligations of the Commonwealth to the City of Boston in relation to said parcel under the indenture of four parts made between the said Commonwealth, the Boston and Albany Railroad Company, the Boston Wharf Company, and the City of Boston, dated June 28, 1873.

The right to reject any and all proposals is reserved by the Board of Harbor Commissioners, and their acceptance is subject to the approval of the Governor and Council.

Proposals must be indorsed "Proposals in relation to the South Boston Flats," sealed up and directed to the Chairman of the Board.

For the Board of Harbor Commissioners,
JOSIAH QUINCY, Chairman.

BOARD OF EDUCATION.

SEALED PROPOSALS will be received by the School Trustees of the First Ward, at the office of the Clerk of the Board of Education, corner of Grand and Elm sts., until FRIDAY, Aug. 22, 1873, and until 9 o'clock A. M., on said day, for the repairs, painting, &c., of the several school-houses in said ward.

Proposals will be received at the same time and place for the alterations, &c., of the steam heating apparatus in Grammar School-house No. 29, in said ward.

JOHN N. MERRILL,
Chairman Board of School Trustees, First Ward.

SEALED PROPOSALS will be received by the School Trustees of the Second Ward, at the office of the Clerk of the Board of Education, corner of Grand and Elm sts., until FRIDAY, Aug. 22, 1873, and until 10 o'clock A. M., on said day, for the alterations, &c., of Primary School-house No. 393 Pearl-st.

Proposals will also be received at the same time and place for alterations of the steam heating apparatus in said building.

SAMUEL H. RANDALL,
Chairman Board of School Trustees, Second Ward.

SEALED PROPOSALS will be received by the School Trustees of the Sixth Ward, at the office of the Clerk of the Board of Education, corner of Grand and Elm sts., until FRIDAY, Aug. 22, 1873, and until 11 o'clock A. M. on said day, for the repairs, painting, &c., of the several school-houses in said ward.

Proposals will also be received at the same time and place for cleaning and repairing the stoves, pipes, flues, &c., in said schools.
TIMOTHY BRENNAN,
Chairman Board of School Trustees, Sixth Ward.

SEALED PROPOSALS will be received by the School Trustees of the Tenth Ward, at the office of the Clerk of the Board of Education, until FRIDAY, Aug. 22, 1873, and until 12 o'clock M. on said day, for the repairs, painting, &c., of Grammar School-houses Nos. 20 and 42, in said ward.
ALONZO TRUESDELL,
Chairman Board of School Trustees, Tenth Ward.

SEALED PROPOSALS will be received by the School Trustees of the Sixteenth Ward, at the office of the Clerk of the Board of Education, until FRIDAY, Aug. 22, 1873, and until 1 o'clock P. M. on said day, for the repairing, painting, &c., of Grammar School Houses Nos. 45 and 55 in said ward.
MATTHEW BIRD,
Chairman Board of School Trustees, Sixteenth Ward.

Plans and specifications for all of the above-named work may be seen at the office of the Superintendent of School Buildings, No. 146 Grand-st., third floor.

Two responsible and approved sureties, residents of this City, will be required from the successful bidders. Proposals will not be considered unless sureties are named.

The name of the party offering a proposal must be put on the outside of the envelope containing said proposal.

The trustees reserve the right to reject any or all of the proposals offered.

Dated New-York, Aug. 7, 1873.

ARMY SUPPLIES.

OFFICE PURCHASING AND DEPOT C. S.,
OMAHA, Neb., July 28, 1873.

SEALED PROPOSALS, in duplicate, will be received until 11 o'clock A. M., on MONDAY, the 8th day of September, 1873, for furnishing the Subsistence Department, United States Army; the following stores, delivered at the United States Subsistence store-house in Omaha, or at the usual places of delivery in Chicago or St. Louis, by the 25th of September, 1873, viz.:

100 bbls. Mess Pork.
130,000 pounds Bacon, short clear sides, in gunnies.
70,000 pounds Beans, choice white, hand-picked, in barrels.
11,000 pounds Peas, split, in barrels.
24,000 pounds Rice, in barrels.
2,600 pounds Hominy, (grits,) in barrels.
2,600 pounds Hominy, (coarse,) in barrels.
89,000 pounds Coffee, green Rio, in double sacks.
166,000 pounds Sugar, equal in quality to Stuart's "C," in barrels.
9,000 gallons Vinegar, whisky, (requiring thirty-five grains of bi-carbonate of potass to neutralize one fluid ounce,) in new, full-hooped oak barrels, with one iron hoop on each end, heads and iron hoops painted, and bungs capped with tin.
17,000 pounds Candles, adamantine, full weight, sixes or eights, in boxes, strapped.
40,000 pounds Soap, hard and dry, free from adulterations, in boxes, strapped.
44,000 pounds Salt, fine grain, clean and dry, in bright barrels.
2,225 pounds ground Black Pepper, free from adulterations, in full weight four-ounce papers, packed in boxes strapped, containing 25 pounds net.

Proposals for delivery at Omaha must be addressed to the undersigned at Omaha, Neb.; for delivery at Chicago, to Major R. Macfeely, C.S., at Chicago, Ill.; for delivery at St. Louis, to Capt. C. B. Penrose, C. S., at St. Louis, Mo.

Bidders are especially requested to address their bids to the proper officer; i. e., to the Commissary on duty where they propose to deliver stores.

Cooperage must be of the best kind, and every package must be in first-rate shipping order. Actual tare will be allowed.

Samples (marked and accompany proposals, and be referred to therein. Freight on samples must be pre-paid.

Proposals will be received subject to the usual conditions, hereto fore published.

Blank proposals and further information will be furnished upon application to any of the Commissaries named.

J. W. BARRIGER,
Brevet Brigadier General and C. S.

PROPOSALS FOR HEAD-STONES FOR NATIONAL MILITARY CEMETERIES.

WAR DEPARTMENT,
QUARTERMASTER GENERAL'S OFFICE,
WASHINGTON, June 27 1873.

Proposals are invited for furnishing head-stones for the National Military Cemeteries, as prescribed by the law of 3d March, 1873, of which the following is an extract:

* * * * * * *

Provided, that the head-stones required by an act entitled "an act to establish and protect National Cemeteries," approved Feb. 22, 1867, and the act amendatory thereof, approved June 8, 1872, shall be of durable stone, and of such design and weight as shall keep them in place when set, and the contract for supplying the same shall be awarded by the Secretary of War, after sixty days' advertisement in ten newspapers of general circulation, to some responsible person or persons whose samples and bids shall in the greatest measure combine the elements of durability, decency, and cheapness; and the sum of $1,000,000 is hereby appropriated for said purpose out of any money in the Treasury not otherwise appropriated; and the Secretary of War shall first determine for the various cemeteries the size and model for such head-stones, and the standards of quality and color of the stone to be used, and bids shall be made and decided with reference thereto; and contracts may be made for separate quantities of such head-stones; and the contracts made under this act shall provide for furnishing and setting all the said head-stones, and shall not in the aggregate exceed the sum hereby appropriated.

* * * * * * *

The total number to be furnished is estimated at 253,088. For the known, 147,694; for the unknown, 105,394.

Specifications, describing in detail the standard fixed by the Secretary of War, can be had on application by letter to this office, where also a specimen will be placed on exhibition within a few days.

The proposals should be in sealed envelopes, marked "Proposals for Head-stones for National Military Cemeteries," and addressed to the Quartermaster General of the Army, in whose office they will be opened, in the presence of bidders, on Saturday, September 6, 1873, commencing at 11 o'clock, A. M.

By order of the Secretary of War,
M. C. MEIGS,
Quartermaster General, Brevet Maj. Gen. U. S. A.

LETTING NORTHERN PACIFIC RAILROAD.

Sealed proposals will be received at the office of the Chief Engineer, No. 23 5th-av., in the City of New-York, until noon of WEDNESDAY, Sept. 10, for grading and bridging all that portion of this company's road between the Missouri and Yellowstone Rivers, 205 miles.

Proposals will be received for the whole distance, or for sections of about twenty-five miles each.

For further information apply at the office of the Chief Engineer in New-York, or to Gen. T. L. Rosser, Division Engineer, Minneapolis, Minn.

W. MILNOR ROBERTS, Chief Engineer.
NEW-YORK, Aug. 15, 1873.

UNITED STATES ENGINEER OFFICE, ARMY BUILDING,
NEW-YORK, Aug. 12, 1873.

PROPOSALS WILL BE RECEIVED AT this office until noon of the 1st day of September, 1873, for the removal of the wrecks of three blockade-runners sunk in Charleston Harbor, S. C., during the war.

For further information apply to the undersigned.
Q. A. GILLMORE,
Major of Engineers, Brevet Major General U. S. A.

FINANCIAL.

TEXAS AND PACIFIC

RAILWAY COMPANY,

CHARTERED BY THE UNITED STATES GOVERNMENT.

First Mortgage Six per Cent. Gold

COUPON AND REGISTERED

CONSTRUCTION BONDS

AUTHORIZED BY ACTS OF CONGRESS,
with Sinking Fund,
AND FREE FROM GOVERNMENT, STATE, AND OTHER TAXES,
ISSUED ONLY ON COMPLETED ROAD,

At 90 per Cent.

AND INTEREST IN CURRENCY.

These Bonds are secured by a SINKING FUND and by a FIRST MORTGAGE, covering the Company's Line through to the PACIFIC OCEAN, with its equipment franchises, &c., including upward of 15,000,000 ACRES OF LAND donated by the Government of the United States to aid in the construction of the road.

J. EDGAR THOMSON and SAMUEL M. FELTON, *Trustees of the Mortgage.*
THOMAS A. SCOTT, *President of Company.*

FIRST SERIES issued only as road is constructed on the Eastern Texas Division—504 miles of road.

209 Miles of Road in Operation.

From SHREVEPORT to DALLAS, and from MARSHALL to JEFFERSON.

Grading and bridging completed and ties delivered on 200 additional miles of road. Track now being laid at rate of ONE MILE PER DAY. Work commenced on California Division. First section, from San Diego East, under contract.

These Bonds are entitled to the benefit of a Sinking Fund, in addition to the fund to be derived from sale of lands, of an amount equal to ONE PER CENT. on all outstanding bonds, to be deposited with the TRUSTEES annually, and by them applied to the purchase and cancellation of bonds at par, as they shall be designated by lot, *at the option of the holders of the bonds so drawn*, and they are also receivable, at par and interest, in payment for any of the lands donated by the United States.

Government bonds and all other marketable securities will be received at current prices in exchange for these bonds, without expense to the investor.

Pamphlets, maps, and full information will be furnished on application to the following banking-houses:

H. G. STEBBINS & SON, New-York;
EDM'D D. RANDOLPH & CO., New-York;
B. K. JAMISON & Co., Philadelphia.

CITY OF ROCHESTER

7 PER CENT. BONDS,

ISSUED FOR CONSTRUCTION OF WATER-WORKS UNDER ACT OF LEGISLATURE.
PASSED APRIL 27, 1872.

Rochester possesses the elements of a prosperity unexcelled, if equalled, by any other city in this State. It is the centre of trade to a surrounding population of about 500,000, to whom the means of transportation are furnished by Railroads radiating from the city in eleven different directions.

Its indebtedness, excluding this loan, is less than $1,850,000, while it has Public Property amounting to about $2,350,000, and Private Real Estate valued at $70,000,000.

The bonds are issued in either Coupon or Registered form; the Registered being transferable at the office of the Union Trust Company of New-York, where both principal and interest is payable.

The expenditure of moneys derived from their sale is directed by the Mayor of the city and the Board of Commissioners.

PRICE PAR AND INTEREST. CIRCULARS UPON APPLICATION.

ROBINSON, CHASE & CO.

Bankers, No. 18 Broad-st.

TOLEDO, WABASH & WESTERN

RAILROAD COMPANY'S

7 Per Cent. Mortgage Bonds.

PRINCIPAL AND INTEREST PAYABLE IN GOLD COIN.

Principal Due 1893. Interest Coupons Payable 1st February and 1st August, in City of New-York.

WE NOW OFFER THESE BONDS FOR SALE AT NINETY AND ACCRUED INTEREST IN CURRENCY.

Winslow, Lanier & Co.,
NO. 27 PINE-ST.

Perkins, Livingston & Post,
NO. 31 NEW-ST.

VERMILYE & CO.

BANKERS,

16 and 18 Nassau-st., New-York.

DEALERS IN ALL ISSUES OF GOVERNMENT SECURITIES.
FIRST-CLASS RAILROAD AND MUNICIPAL BONDS ALWAYS ON HAND FOR INVESTMENT.
BUY AND SELL ON COMMISSION
RAILWAY STOCKS, BONDS, AND GOLD,
MAKING LIBERAL ADVANCES.
INTEREST ON DEPOSITS.

GEORGE OPDYKE & CO.,

NO. 25 NASSAU-ST.,

OFFER FOR SALE AND CONFIDENTLY RECOMMEND

LAKE ONTARIO SHORE RAILROAD FIRST MORTGAGE Seven per cent. Gold Bonds.

ST. LOUIS AND SOUTH-EASTERN CONSOLIDATED Seven per cent. Gold Bonds.

ATCHISON, TOPEKA, AND SANTA FE FIRST MORTGAGE Seven per cent. Gold Bonds.

ATCHISON, TOPEKA, AND SANTA FE LAND-GRANT Seven per cent. Gold Bonds.

Desirable WESTERN COUNTY BONDS, yielding Ten per cent. Interest.

TOWN Seven per cent. BONDS, State of New-York.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD CO.'S

FIRST MORTGAGE BONDS.

Interest 7 per Cent.; January and July; principal ued in 1903; Coupon Bonds of $1,000 each; Registered Bonds of $5,000 and $10,000 each. Price 105 and accrued interest. For sale by

DAVIS & FREEMAN,
NO. 53 EXCHANGE-PLACE.

12 per Cent. Interest

PER ANNUM.

FOR SALE—A moderate amount of good and safe MORTGAGE R. R. BONDS at 60 and interest, that will pay TWELVE PER CENT. and rise in value. For particulars address

JAS. TOMPKINS, Box No. 401 N. Y. City P. O.

JONES & SCHUYLER,

NO. 12 PINE-ST., NEW-YORK,

Offer for sale Railway and Miscellaneous Securities of the highest grade, paying from 8 to 11 per cent. per annum.

ROBERT WINTHROP & CO.,

BANKERS AND BROKERS,
NO. 18 WALL-ST.

Execute orders for STOCKS, BONDS, and GOLD, allow interest on DEPOSITS, and transact a general Banking and Brokerage business.

WANTED—$25,000 KANSAS PACIFIC RAILWAY Company's First mortgage (7 per cent. gold) Land Grant Bonds, and Kansas Pacific Railway Company's Railroad and Land Grant (Denver Extension) Bonds for the Sinking Fund.
Written proposals will be opened at my office on Saturday, Aug. 23, at noon. ADOLPHUS MEIER, Trustee.
ST. LOUIS, Aug. 12, 1873.

TENNESSEE NEW FUNDING BONDS OF 1874.—The past due bonds and coupons of State of Tennessee, funded into new bonds under act of April, 1873.
JOHN B. MANNING,
Banker and Broker,
No. 5 New-st.

FIRE INSURANCE STOCKS.—AMERICAN, Adriatic, Commercial, National, Resolute. For sale by WM. C. GILLMAN, No. 46 Pine-st.

FINANCIAL.

NEW-YORK AND OSWEGO MIDLAND

FIRST MORTGAGE BONDS.

ON A COMPLETED ROAD.

TRACK CONNECTED BETWEEN NEW-YORK AND OSWEGO, AND THROUGH TRAINS WILL BE RUNNING IN A FEW DAYS.

The character of the road, and its unquestioned control of a large business in the immediate future, backed by the co-operation of wealthy capitalists, and experienced railroad men represented in its new direction, are a guarantee of the success of the Midland enterprise.

The earnings of the disconnected sections indicate a large and remunerative business on the completed road. Of the $8,000,000 First Mortgage Bonds, less than $500,000 remain unmarketed, and the loan may be closed out at any moment.

For the present we are offering this limited amount for sale, and recommend them as a

A FIRST-CLASS AND SAFE SECURITY.

GEORGE OPDYKE & CO.,

No. 25 NASSAU-ST.

BROWN BROTHERS & CO.,
NO. 59 WALL-ST.,
ISSUE COMMERCIAL and TRAVELERS' CREDITS AVAILABLE in all PARTS of the WORLD.

$30,000

ESSEX COUNTY, N. J., BONDS,
At 97½ and Interest.
For sale by PARKER & MACKIN,
No. 66 Broadway, Room No. 13.

DIVIDENDS.

ADAMS EXPRESS COMPANY,

NO. 59 BROADWAY.

TREASURER'S OFFICE, J. C. BABCOCK, TREASURER,
NEW-YORK, Aug. 13, 1873.

The Board of Managers of this Company have declared a Dividend of Two Dollars per share, payable on and after Sept. 1 proximo, to stockholders of record at the closing of the transfer-books.

The transfer-books will be closed from 2 P. M., Aug. 18, to the morning of Sept. 2.

J. C. BABCOCK, Treasurer.

OFFICE OF THE
NEW-YORK FIRE INSURANCE COMPANY,
NEW-YORK, Aug. 5, 1873.

69TH DIVIDEND.

A SEMI-ANNUAL DIVIDEND OF TEN PER CENT. has this day been declared, payable on demand.
AUGUSTUS COLSON, Secretary.

CHICAGO AND ALTON RAILROAD COMPANY,
SECRETARY'S OFFICE, CHICAGO, Aug. 13, 1873.

NOTICE TO STOCKHOLDERS.

Notice is hereby given to the stockholders of the Chicago and Alton Railroad Company that a cash Dividend of Five Per Cent. has this day been declared upon the Preferred and Common Stock of this Company out of the earnings of the last six months, payable at the banking-house of the company's agents, Messrs. M. K. Jesup & Co., No. 59 Liberty-st., New-York, on the 5th day of September next, to holders who are registered as such, at the close of business hours on the 22d day of August, inst., at which time the transfer-books will be closed, and reopened for transfers on the 11th day of September next.
W. M. LARRABEE, Secretary.

CLEVELAND AND PITTSBURG RAILROAD COMPANY,
OFFICE OF THE SECRETARY,
CLEVELAND, July 24, 1873.

NOTICE IS HEREBY GIVEN, THAT THE Second Mortgage Bonds of this Company, which mature Sept. 1 proximo, will be paid on and after this date upon presentation at the office of the Farmers' Loan and Trust Company, in New-York, with adjustment of interest for unexpired time.
G. A. INGERSOLL, Secretary.

TWENTY-SIXTH DIVIDEND.

OFFICE OF THE GEBHARD FIRE INSURANCE COMPANY,
No. 141 BROADWAY, NEW-YORK, July 31, 1873.

THE BOARD OF DIRECTORS HAVE THIS day declared a Dividend of FIVE PER CENT., payable on MONDAY, Aug. 4, 1873.
JOHN B. SMITH, Secretary.

OFFICE OF THE
STERLING FIRE INSURANCE COMPANY.
No. 155 BROADWAY, NEW-YORK, Aug. 13, 1873.

THE BOARD OF DIRECTORS HAVE THIS day declared a Semi-annual Dividend of Five per cent., payable on and after MONDAY, Aug. 18, 1873.
J. K. VAN RENNSELAER, Secretary.

SAVINGS BANKS.

UNION DIME SAVINGS BANK,

Nos. 396 and 398 CANAL-ST., corner Laight.
Open daily from 10 to 3, and Monday Evenings 5 to 7.

Assets—Eleven Million Dollars.

Surplus—Seven Hundred and Fifty Thousand Dollars.
SIX PER CENT. INTEREST ALLOWED.
Bank books in English, French, and German.
G. S. CHAPIN, Treasurer. N. J. HAINES, President.
T. S. ARMOUR, Secretary.

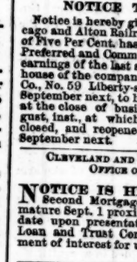
IRVING SAVINGS INSTITUTION

NO. 96 WARREN-ST., NEW-YORK.

SIX PER CENT. INTEREST allowed on all sums.
Interest commences from 1st of January, April, July and October.
Bank open daily from 10 A. M. to 3 P. M.
WALTER W. CONCKLIN, President.
VANDERBILT L. BUXTON, Secretary.

MUSICAL.

WATERS' CONCERTO PARLOR ORGANS



are the most beautiful in style and perfect in tone ever made. The CONCERTO STOP *is the best ever placed in any Organs. It is produced by a third set of reeds peculiarly voiced, the* EFFECT *of which is* MOST CHARMING *and* SOUL STIRRING, *while its* IMITATION OF THE HUMAN VOICE *is* SUPERB. *Terms liberal.*

A GREAT OFFER. HORACE WATERS & SON, 481 Broadway, N. Y., *will dispose of* 100 PIANOS *and* ORGANS *of first-class makers, including* WATERS', *at extremely low prices for cash, or part cash, and balance in small monthly payments. New 7-Octave first-class PIANOS, all modern improvements, for $275 cash. Organs $35, $75, $105. DOUBLE-REED ORGANS, $100; 4-STOP, $110; 8-STOP, $125, upwards. ILLUSTRATED CATALOGUES MAILED for one stamp. A large discount to Ministers, Churches, Sunday-Schools, Temperance Societies, Lodges, etc.* AGENTS WANTED.

UPRIGHT PIANOS.

A LARGE AND SUPERIOR ASSORTMENT FOR SALE OR RENT, AT
OUVRIER & SONS, MANUFACTURERS',
No. 22 West 13th-st.,
Between 5th and 6th avs.

A LARGE STOCK OF PIANOS,

SQUARE AND UPRIGHT, to rent or sell cheap; rent allowed on purchases. Call at M. M. MERRELL'S, No. 8 Union-square, (No. 165 4th-av.)

CHURCH ORGANS.—W. H. DAVIS & SON, NO. 40 Downing-st., offer for sale two 12-stop pipe organs, pedal bass; one 8-stop do.; one two rows of keys, 20 stops; above warranted superior tone and finish; organs revoiced and tuned.

A $125 BEAUTIFUL IRON-FRAME PIANOforte, stool, &c.; modern improvements; fully guaranteed.
GOLDSMITH'S,
No. 26 Bleecker-st., near Bowery.

J. P. HALE IS MAKING 10,000 PIANOS for the trade cheaper and better than small makers can buy the stock. 35th-st. and 10th-av.

$200.—MAGNIFICENT 7⅓-OCTAVE AGRAFFE rosewood overstrung iron frame (Goldsmith) piano-forte, stool, &c.; latest improvements; fully guaranteed. GOLDSMITH'S, No. 20 Bleecker-st., near Bowery.

STATIONERY.

SLOTE & JANES, STATIONERS, PRINTERS, and blank-book manufacturers, No. 93 Fulton-st. Recount-books made to any pattern.

PROPOSALS.

PROPOSALS FOR BUILDING SLOOP-OF-WAR AT KITTERY NAVY-YARD.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR, July 30, 1873.

Proposals will be received at this Bureau until 12 o'clock M., on the 1st day of September next, from builders or mechanics qualified to do the work, for the raising, framing, and ribboning, planking from keel to rail, ceiling, including keelsons, clamps, spirketting, and battery, to rail, putting in decks, including all bits, &c., putting on main and hammock rails, channels and chains, building store-rooms, magazines, and lockers, joiner-work inside and out, caulking and scraping building quarter galleries and setting head, and painting complete, of a sloop-of-war of about 640 tons. The materials, tools, and SCRIBE for doing the work will be furnished by the Government.

The Chief of the Bureau of Construction and Repair will be at the Kittery Navy-yard on WEDNESDAY, the 20th of August next, and in connection with the Naval Constructor of that yard will meet persons desiring to make proposals for the work above mentioned, and will give all necessary explanations concerning the work to be done, and in regard to the character of the materials, tools, and facilities to be furnished by the Government.

Plans and specifications may be seen and examined by applying to the Commandant of the Kittery Navy-yard, after Aug. 1, 1873.

OFFICE OF CHIEF QUARTERMASTER,
FIRST QUARTERMASTER DISTRICT,
HOUSTON-ST., CORNER GREENE,
NEW-YORK, Aug. 4, 1873.

SEALED PROPOSALS, IN DUPLICATE, WITH a copy of this advertisement attached to each, are invited, and will be received at this office until 12 M., Sept. 11, 1873, for the construction of a Sewer at Fort Wadsworth, New-York Harbor, in accordance with the plan and specifications on file in this office. The work must be proposed for as a whole, and not by the foot or yard. A written guarantee of two (2) responsible persons, for the prompt execution and fulfillment of the contract, should it be awarded, must accompany the proposals. All material and labor to be furnished by the contractor, and the work completed within thirty days from award of contract.

The proposals should be indorsed, "Proposals for Sewer at Fort Wadsworth, New-York Harbor," and addressed to the "Chief Quartermaster, First Quartermaster District," as above.
R. O. TYLER,
Lieut. Col., and Deputy Quartermaster General,
Brevet Major Gen. U. S. Army.

INSTRUCTION.

MRS. GEO. VANDENHOFF.

BOYS' SCHOOL.

Mrs. George Vandenhoff will open her boarding and day school for BOYS, at NO. 106 WEST 42D-ST., close to RESERVOIR PARK, Sept. 18. Number of boarding pupils limited to EIGHT. All the pupils will have the advantage of Mrs. Vandenhoff's personal instruction in ELOCUTION and in the correct and elegant speaking and writing of the English language, as well as in geography, history, and the English department generally. Latin, French, German, mathematics, &c., will be taught by competent masters.

School hours from 9:30 A. M. to 2:30 P. M.

Applications may be made personally or by letter to

MRS. GEO. VANDENHOFF,
No. 106 West 42d-st.

ARMENIA SEMINARY, ARMENIA, N. Y.—A FAMily boarding-school. On the Harlem Railroad, eighty-five miles from New-York. Full courses of seminary instruction, with preparation for college or business. Personal care in study, habits, and health.

Terms, $360 per year.
Fortieth year begins Sept. 15.
S. T. FROST, A. M.

PENNSYLVANIA MILITARY ACADEMY,

CHESTER, PENN.—(FOR BOARDERS ONLY.)

Session opens WEDNESDAY, Sept. 10. Location elevated and healthful; grounds ample; buildings handsome and commodious; course of studies extensive; thorough instruction in Civil Engineering, the Classics, and English: careful oversight of the morals and manners of Cadets. For circulars

SHIPPING.

WHITE STAR LINE,

FOR QUEENSTOWN AND LIVERPOOL, CARRYING THE

UNITED STATES MAIL.

NEW AND FULL POWERED STEAM-SHIPS,
sailing from New-York on SATURDAYS, from Liverpool on THURSDAYS, calling at Cork Harbor each way.

OCEANIC.....SATURDAY, Aug. 23, at 3 P. M.
REPUBLIC.....SATURDAY, Aug. 30, at 10 A. M.
ADRIATIC.....SATURDAY, Sept. 6, at 3 P. M.
BALTIC.....SATURDAY, Sept. 13, at 10 A. M.

From White Star Dock, Pavonia Ferry, Jersey City.

Passenger accommodations (for all classes) unrivaled, combining

SAFETY, SPEED, AND COMFORT.

Saloon, State-rooms, Smoking-room and Bath-rooms in MIDSHIP section, where least motion is felt. Surgeons and stewardesses accompany these steamers.

Rates—Saloon, $100, gold; steerage, $30, currency. Those wishing to send for friends from the old country can now obtain steerage prepaid certificates, $32, currency.

Passengers booked to or from all parts of America, to Paris, Hamburg, Norway, Sweden, India, Australia, China, &c.

Drafts from £1 upward.

For inspection of plans and other information apply at the Company's offices, No. 19 Broadway, New-York.

J. H. SPARKS, Agent.

CUNARD LINE FOR QUEENSTOWN AND LIVERPOOL.

Royal Mail Steamers are appointed to sail as follows:

CITY OF NEW-YORK.....Thursday, Aug. 21, 2 P. M.
CITY OF MONTREAL.....Saturday, Aug. 23, 2 P. M.
CITY OF LONDON.....Tuesday, Aug. 26, 9 A. M.
CITY OF CHESTER.....Saturday, Aug. 30, 10 A. M.
CITY OF ANTWERP.....Thursday, Sept. 4, 2 P. M.
CITY OF RICHMOND.....Saturday, Sept. 6, 2 P. M.

and each succeeding SATURDAY and THURSDAY, from Pier No. 45 North River.

RATES OF PASSAGE.

CABIN, $70, $80, and $90, gold, according to accommodation. Round trip tickets at low rates.

STEERAGE, to Liverpool, Queenstown, Glasgow, Londonderry, London, Bristol or Cardiff, $30. Prepaid certificates, $32, currency.

Passengers also forwarded to Havre, Hamburg, Sweden, Norway, Denmark, and Paris, at reduced rates.

Drafts issued at lowest rates.

For Cabin Passage and general business apply at the Company's office, No. 15 Broadway.

For Steerage Passage, at No. 33 Broadway.

JOHN G. DALE, Agent.

Or to
O'DONNELL & FAULK, No. 402 Chestnut-st., Philadelphia.
M. S. CREAGH, No. 102 State-st., Boston.
P. C. BROWN, No. 32 South Clark-st., corner Lake-st., Chicago.
WM. INMAN, Liverpool, and No. 9 Rue Scribe, Paris.

ANCHOR LINE.

Steamers sail from Pier No. 20 North River, New-York, EVERY WEDNESDAY AND SATURDAY

Trinacria....Wed., Aug. 20 | Anselia....Sat., Sept. 6
California....Sat., Aug. 27 | Olympia....Wed., Sept. 10
Caledonia....Wed., Aug. 27 | Victoria....Sat., Sept. 13
India....Sat., Aug. 30 | Columbia....Wed., Sept. 17
Italia....Wed., Sept. 3 | Devonia....Sat., Sept. 20

The passenger accommodations on steamers of this line are unsurpassed for elegance and comfort. Cabin state-rooms are all on upper deck, thus securing good light and ventilation.

RATES OF PASSAGE TO
GLASGOW, LIVERPOOL, OR LONDONDERRY.
Sat. Steamers. Wed. Steamers.
Gold. Currency.
Cabins.....$75 and $85 $75 and $85
Cabin return tickets, securing best accommodations. $130 $130
STEERAGE, $30, CURRENCY.

Tickets for passage to or from any sea-port or railway station in Great Britain, Ireland, or the Continent issued at lowest rates.

Drafts for any amount at current rates.

Company's Offices, No. 7 Bowling-green, New-York.

HENDERSON BROTHERS, Agents.

CUNARD LINE.

NOTICE.

With the view of diminishing the chances of collision, the steamers of this line will henceforth take a specified course for the several seasons of the year.

On the outward passage from Queenstown to New-York or Boston crossing meridian of 50 at 43 latitude, or nothing to the north of 43.

On the homeward passage, crossing the meridian of 50 at 42 latitude, or nothing to the north of 42.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM-SHIPS BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.

FROM NEW-YORK

*Cuba, Wednesday, Aug. 13 | Samaria, Saturday, Aug. 16
Russia, Wednesday, Aug. 20 | Abyssinia, Saturday, Aug. 30
*Algeria, Wednesday, Aug. 27 | Batavia, Saturday, Aug. 30
*Russia, Wednesday, Sept. 3 | Calabria, Saturday, Sept. 6
*Java, Wednesday, Sept. 10 | Parthia, Saturday, Sept. 13

Steamers marked thus * do not carry steerage passengers. Every following WEDNESDAY and SATURDAY from New-York. Cabin passage, $80, $100, and $130, gold, according to accommodation. Tickets to Paris, $15, gold, additional. Return tickets on favorable terms. Steerage, $30, currency. Steerage tickets from Liverpool and Queenstown and all parts of Europe at lowest rates. For freight and cabin passage apply at the Company's office, No. 4 Bowling-green. For steerage passage at No. 111 Broadway, Trinity Building.

CHAS. G. FRANCKLYN, Agent.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAM-SHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The splendid vessels on this favorite route for the Continent will sail from Pier No. 50 North River as follows:

PEREIRE.....DAURE.....Saturday, Aug. 23
ST. LAURENT.....ROUSSAN..Saturday, Sept. 6
EUROPE.....LEMARIE..Saturday, Sept. 20
VILLE DU HAVRE.....SURMONT..Saturday, Oct. 4

PRICE OF PASSAGE TO GOLD (including wine) TO BREST OR HAVRE.

First cabin.....$125 | Second cabin.....$75

Excursion tickets at reduced rates.

These steamers do not carry steerage passengers.

American travelers going to, or returning from, the Continent of Europe, who can afford the expense, by taking this line, avoid the bonded transit by English railway and the discomforts of crossing the Channel, besides saving time, trouble, and expense.

GEORGE MACKENZIE, Agent,
No. 58 Broadway.

NOTE.—Railroad tickets between Paris and Vienna at reduced rates.

GREAT WESTERN STEAM-SHIP LINE.

NEW-YORK TO BRISTOL, (Eng.,) DIRECT.

Taking goods and passengers for London, Cardiff, Newport, Gloucester, and all ports in Bristol Channel.

THE STEAMERS WILL SAIL FROM PIER NO. 18 EAST RIVER, as follows:

ARRAGON, WESTERN.....Wednesday, Aug. 27
LAPLAND, JONES.....Wednesday, Sept. 3
GREAT WESTERN, STAMPER.....Saturday, Sept. 27
CORNWALL, GIBSON to follow.

Cabin passage, $70 currency. Intermediate, $45 currency. Steerage, $30 currency.

Parties wishing to send for their friends can obtain prepaid certificates. Drafts for £1 and upward.

For freight or passage, apply to

E. E. MORGAN'S SONS,
No. 70 South-st., New-York.

NATIONAL LINE OF STEAM-SHIPS.

WEEKLY TO QUEENSTOWN AND LIVERPOOL.
FORTNIGHTLY TO LONDON DIRECT.
From Pier No. 44 North River.
TO QUEENSTOWN AND LIVERPOOL

EGYPT, GROGAN.....Saturday, Aug. 23, at 3 P. M.
CANADA, WYMAN.....Saturday, Aug. 30, at 3:30 A. M.
SPAIN, GRACE.....Saturday, Sept. 6, at 3 P. M.
ITALY, THOMPSON.....Saturday, Sept. 13, at 10:30 A. M.

Cabin passage, $70, $80, $90, currency. Steerage, $25, currency. Return tickets at reduced rates. Prepaid steerage tickets from Liverpool, Queenstown, Londonderry, Glasgow, Cardiff, Bristol or London, at the lowest rates.

For further information, apply at the Company's office, No. 69 Broadway. F. W. J. HURST, Manager.

FOR LIVERPOOL,
(VIA QUEENSTOWN,)
CARRYING THE UNITED STATES MAILS.

THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will dispatch one of their first-class full-power iron screw steam-ships from

PIER NO. 46 NORTH RIVER, EVERY WEDNESDAY, as follows:

IDAHO, Capt. GUARD.....Aug. 20, 3 P. M.
MINNESOTA, Capt. T. F. FREEMAN...Aug. 27, 9:30 A. M.
WISCONSIN, Capt. T. W. FREEMAN...Sept. 3, 1:30 P. M.
NEVADA, Capt. EDWARDS.....Sept. 10, 8:30 A. M.
MANHATTAN, Capt. JAS. PRICE, JR...Sept. 17, 2:30 P. M.
WYOMING, Capt. MORGAN.....Sept. 24, 8 A. M.

Cabin passage, $80, gold.

Steerage passage, (Office No. 29 Broadway,) $30, currency.

For freight or cabin passage apply to
WILLIAMS & GUION, No. 63 Wall-st.

PACIFIC MAIL STEAM-SHIP COMPANY'S LINE TO

CALIFORNIA, JAPAN, AND CHINA,

VIA PANAMA
CARRYING MAILS, PASSENGERS, AND FREIGHT TO
ASPINWALL, PANAMA, SANTA MARTHA, GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Aug. 20.—Steamer OCEAN QUEEN, Capt. SEABURY, will leave Pier No. 42 North River at 3 o'clock noon for Aspinwall direct, connecting at Panama with the steamer ALASKA, Capt. NOLEN, leaving Panama for San Francisco, and calling at Acapulco, Mazatlan and Manzanillo; also connecting for all Central American and South Pacific Ports. Departures of each month from New-York in connect with the Company's steamer touching at San Benito, Tonala, Salina Cruz, and Port Angel. The steam-ship COSTA RICA will leave San Francisco on Aug. 23, for Honolulu, Sandwich Islands.

One of the company's splendid steamers will leave San Francisco Sept. 1, 1873, for Japan and China. For rates of passage, freight, and all further information, apply at Company's office on the pier, foot of Canal-st.

H. J. BULLAY, Supt. GEO. H. BRADBURY, Pres't.

FOR ST. THOMAS AND BRAZIL.

RATES OF FREIGHT REDUCED.
UNITED STATES AND BRAZIL STEAM-SHIP COMPANY.

REGULAR MAIL STEAMERS sailing on the 23d of every month.

SOUTH AMERICA, Capt. TINKLEPAUGH.....Aug. 23
ONTARIO, Capt. SLOCUM.....Sept. 23
MERRIMACK, Capt. WEBB.....Oct. 23

These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to

WM. R. GARRISON, Agent,
No. 5 Bowling-green, New-York.

NEW-YORK AND HAVANA DIRECT MAIL LINE.

These first-class steam-ships will sail every TUESDAY, at 3 P. M., from Pier No. 13 North River, (foot of Cedar-st.,) for Havana direct, as follows:

Steam-ship COLUMBIA, TUESDAY, Aug. 19.
Steam-ship WILMINGTON, TUESDAY, Aug. 26.
Steam-ship MORRO CASTLE, TUESDAY, Sept. 2.

For freight or passage (having unsurpassed accommodations) apply to WM. P. CLYDE & CO., No. 6 Bowling-green.

D. McKELLAR, Agent in Havana.
March 31, 1873.

UNITED STATES PASSPORT BUREAU.—United States passports, indispensable to travelers, issued by J. B. NONES, Passport Agent, No. 91 Duane-st., corner Broadway.

SHIPPING.

CARDIFF LINE.

NEW-YORK TO CARDIFF.

The South Wales Atlantic Steam-ship Company's New, First-Class, Full-Powered Clyde-Built Steam-ships

Will sail from Pennsylvania Railroad Wharf, Jersey City:

PEMBROKE.....Aug. 23
GLAMORGAN.....Sept. 13
PEMBROKE.....Oct. 4
GLAMORGAN.....Oct. 25

Carrying goods and passengers at through rates from all parts of the United States and Canada to ports in the Bristol Channel, and all other points in England.

These steam-ships, built expressly for the trade, are provided with all the latest improvements for the comfort and convenience of

CABIN AND STEERAGE PASSENGERS

First Cabin.....$75 and $80 currency.
Second Cabin.....$55 currency.
Steerage.....$30 currency.
Prepaid steerage certificates from Cardiff.....$33

Drafts for £1 and upward.

For further particulars apply in Cardiff at the Company's Offices, No. 1 Dock Chambers, and in New-York to ARCHIBALD BAXTER & CO., Agents, No. 17 Broadway.

FOR SAVANNAH, GA.

THE FLORIDA PORTS,
AND THE SOUTH AND SOUTH-WEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.

CENTRAL RAILROAD OF GEORGIA, AND ATLANTIC AND GULF RAILROAD.

TUESDAYS, THURSDAYS, AND SATURDAYS.

THE STEAM-SHIPS

LEO, Capt. DEARBORN, TUESDAY, Aug. 19, from Pier No. 16 East River, at 3 P. M.
MURRAY, FERRIS & CO., Agents, No. 62 South-st.

HERMAN LIVINGSTON, Capt. MALLORY, THURSDAY, Aug. 21, from Pier No. 43 North River, at 3 P. M.
WM. R. GARRISON, Agent, No. 5 Bowling-green.

HUNTSVILLE, Capt. CROWELL, SATURDAY, Aug. 23, from Pier No. 13 North River, at 3 P. M.
R. LOWDEN, Agent, No. 93 West-st.

SAN JACINTO, Capt. HAZARD, SATURDAY, Aug. 23, from Pier No. 43 North River, at 3 P. M.
WM. R. GARRISON, Agent, No. 5 Bowling-green.

Insurance by this line ONE-HALF PER CENT.

Superior accommodations for passengers.

Through rates and bills of lading in connection with Central Railroad of Georgia to all points.

Through rates and bills of lading in connection with the Atlantic and Gulf Freight line.

C. D. OWENS, Agent A., G. & G. R. R., No. 229 Broadway.
GEORGE YONGE, Agent C. R. R., No. 409 Broadway.

THE GREAT SOUTHERN FREIGHT AND PASSENGER LINE,

FOR CHARLESTON, S. C.,
THE FLORIDA PORTS,
AND THE
SOUTH AND SOUTH-WEST.

Sailing every WEDNESDAY and SATURDAY at 3 P. M., from Pier No. 29 North River.

SOUTH CAROLINA, Capt. BECKETT, Wednesday, Aug. 20.
JAMES ADGER, Capt. T. J. LOCKWOOD, Saturday, Aug. 23.

Superior accommodations for passengers.

Sailing every SATURDAY at 3 P. M. ONE-HALF PER CENT. Goods forwarded free of commission.

Passage tickets and bills of lading issued and signed at the office of

JAMES W. QUINTARD & CO., Agents,
No. 177 West-st., (corner of Warren,)
Or WM. P. CLYDE,
No. 6 Bowling-green.

Through freight tariffs. Passage tickets by all routes and to all points in the South and South-west, and further information can be obtained at the office of

BENTLEY D. HASELL,
General Agent Great Southern Freight Line,
No. 317 Broadway.

ATLAS MAIL LINE.

MAIL SERVICE FOR WEST INDIES, HAVANA, VENEZUELA, MEXICO, AND SPANISH MAIN.

The Company's iron screw steamers are appointed to sail as follows: (Loading berth Pier No. 12 North River.)

For Kingston, Jamaica, ATLAS, Sept. 4.

For Porte-au-Prince, Curacoa, Laguayra and Puerto Cabello, ATLAS, Sept. 4.

For Porte-au-Prince and Carthagena, CLARIBEL, Sept. 16.

For freight and passage apply to PIM, FORWOOD & CO., General Agents, No. 56 Wall-st. and No. 59 Pine-st.

DIRECT LINE TO HAVANA,

PROGRESO AND VERA CRUZ.

New-York and Mexican Mail Steam-ship Line, leaving Pier No. 3 North River, at 3 P. M., every Thursday.

CITY OF MERIDA, (Havana only).....Aug. 21
CITY OF HAVANA (Havana only).....Aug. 28
CLEOPATRA, (Havana only).....Sept. 4
CUBA (Havana and Mexico).....Sept. 6

For freight or passage apply to
P. ALEXANDRE & SONS, No. 33 Broadway.

NOTICE TO TRAVELERS.

Families or gentlemen going to travel on the Continent of Europe, who can afford the expense of a courier, should never leave Paris without one. Their services are invaluable in relieving the traveler from multiplicity or cares and troubles respecting passports, examination and conveyance of luggage, in securing the best accommodation, in protecting the traveler from imposition, and an infinity of annoyances to which they are exposed in various parts of the Continent. Competent and trustworthy couriers and traveling servants can always be obtained by applying to the COURIER SOCIETY, No. 3 Rue d'Alger, near the Tuileries Garden, Paris.

STEAMBOATS.

STONINGTON LINE

TO BOSTON AND PROVIDENCE.—DAY LINE.

The entirely new and magnificent steamer RHODE ISLAND, 3,000 tons, is now running daily, (Sundays excepted,) from Pier foot 23d-st., East River, at 2:30 P. M.

Steamer SYLVAN GLEN, from Peck-slip at 2:10 P. M., connects with the RHODE ISLAND, Dry Dock cars from Astor House, Avenue C cars from Chambers-st., and Twenty-third-street cars run direct to above pier.

NIGHT LINE.—Daily, except Sundays, from Pier No. 33 North River, at 5 P. M., steamers STONINGTON and NARRAGANSETT.

Tickets sold at all the principal railroad offices, and state-rooms secured at No. 319 Broadway, corner Thomas-st., and Westcott Express Company's office, No. 722 Broadway, corner 10th-st; No. 1,302 Broadway, No. 595 6th-ave., corner 35th-st; No. 7 Park-place, and No. 327 Washington-st., Brooklyn.

D. S. BABCOCK, President.

STEAMER RHODE ISLAND,

From foot 23d-st., East River.
EXCURSION
Tickets to Stonington and return same trip for $3.

CITIZENS' LINE FOR TROY.

Passage $1, 50. The elegant steam-boats SUNNYSIDE and POWELL leave Pier No. 49 North River, foot of Leroy-st.; daily, Saturdays excepted, at 6 o'clock P. M., connecting with morning trains on Rensselaer and Saratoga, New-York Central, and Troy and Boston Railroads for all points north, east, and west. The most direct route to Saratoga, Lake George, and Montreal. Through tickets sold and baggage checked to destination.

JOSEPH CORNELL, Superintendent.

FOR ASTORIA, HARLEM, MORRISANIA, AND HIGH BRIDGE.

SUMMER ARRANGEMENTS.

STEAM-BOATS MORRISANIA AND HARLEM

MORRISANIA	LEAVE PIER	HARLEM
6:05 A. M.	6:00 A. M.	6:30 A. M.
7:20 A. M.	7:15 A. M.	8:00 A. M.
8:15 A. M.	8:10 A. M.	9:00 A. M.
9:20 A. M.	9:15 A. M.	10:00 A. M.
10:15 A. M.	10:10 A. M.	11:00 A. M.
11:45 A. M.	11:40 A. M.	12:30 P. M.
1:30 P. M.	1:25 P. M.	2:00 P. M.
3:05 P. M.	3:00 P. M.	3:40 P. M.
4:30 P. M.	4:25 P. M.	5:00 P. M.
5:15 P. M.	5:10 P. M.	5:50 P. M.
6:15 P. M.	6:10 P. M.	6:50 P. M.
7:05 P. M.	7:00 P. M.	7:40 P. M.
8:30 P. M.	8:25 P. M.	9:00 P. M.
10:00 P. M.	9:55 P. M.	10:30 P. M.
11:30 P. M.	11:25 P. M.	12:00 night.
12 night.	11:55 P. M.	12:30 A. M.

All boats connect with steamer Catlin for High Bridge.

C. H. LONGSTREET, Superintendent.

STEAMER SEA BIRD, FOOT OF FRANKLIN-st., for Red Bank and intermediate stations:

LEAVE NEW-YORK.	LEAVE RED BANK.
Friday, 15th...10:00 A. M.	Friday, 15th...2:30 P. M.
Saturday, 16th...10:00 A. M.	Saturday, 16th...2:30 P. M.
Sunday, 17th...9:30 A. M.	Sunday, 17th...3:30 P. M.
Monday, 18th...11:30 A. M.	Monday, 18th...4:00 P. M.
Tuesday, 19th...11:30 A. M.	Tuesday, 19th...4:00 P. M.
Wednesday, 20th...3:00 P. M.	Thursday, 21st...7:00 A. M.
Thursday, 21st...3:00 P. M.	Friday, 22d.....7:00 A. M.
Friday, 22d.....3:00 P. M.	

STEAMER HELEN, FOOT OF FRANKLIN-ST., for Red Bank and intermediate stations:

LEAVE NEW-YORK.	LEAVE RED BANK.
Saturday, 9th...2:00 P. M.	Monday, 11th...6:30 A. M.
Monday, 11th...11:30 A. M.	Tuesday, 12th...6:30 A. M.
Tuesday, 12th...11:30 A. M.	Wednday, 13th...7:00 A. M.
Wed'day, 13th...12:30 P. M.	Thursday, 14th...7:30 A. M.
Thursday, 14th...1:00 P. M.	Friday, 15th...8:30 A. M.
Friday, 15th...2:00 P. M.	Saturday, 16th...8:30 A. M.
Saturday, 16th...3:00 P. M.	Monday, 18th...6:00 A. M.
Monday, 18th...3:00 P. M.	

ALBANY AND TROY $2, SARATOGA $3 50, BY DAY LINE BOATS C. VIBBARD and DANIEL DREW. Leave Vestry-st. Pier at 8:30 A. M., and 23d-st. north of Erie Ferry, at 8:45, landing at Yonkers, Tarrytown and Nyack, (by ferry-boat,) Milton, Poughkeepsie, Rhinebeck, Tivoli, Catskill, and Hudson, connecting for all points West and North. Trip tickets to West Point, Cornwall, and Newburg, returning same day, $1. Tickets by special cars and baggage checked to Saratoga and Sharon.

DAILY EXCURSION TO GLEN COVE AND SEA CLIFF.—On and after July 1st, steamer ARROWSMITH leaves Pier 36, East River, one slip above Catherine Ferry, daily, (Sundays excepted,) at 9:15 A. M., for Sea Cliff only, and 5 P. M. for Glen Cove, Pavilion Dock, and Sea Cliff. Returning from Glen Cove, Pavilion Dock, at 7:04 A. M., and Sea Cliff at 7 o'clock A. M., and 2:30 P. M. Single fare, 35 cents. Freight received during the day until 4:45 P. M.

FOR GLEN COVE AND ROSLYN—LANDING at Baylis' Dock, (Fort Schuyler,) Great Neck, Sand's Point, Glen Wood.—Steamer SEAWANHAKA leaves New-York daily, (Sundays excepted,) from Pier No. 24 East River, (Peck-slip,) at 4 P. M., stopping at 33d-st., each way, for passengers only.

FOR STAMFORD AND GREENWICH.—THE beautiful steam-boat NELLY WHITE leaves foot of Market-street every afternoon at 3:30, and 33d-st. at 3:45 o'clock. Returning, leaves Stamford at 7, and Greenwich at 7:35 o'clock A. M.

FOR NORWALK AND DANBURY.—THE new steamer AMERICUS leaves daily, foot of Market-st., East River, at 3:15, and 33d-st. at 3:30 P. M., connecting with the Danbury Railroad; cool, invigorating sail; no dust, and about half railroad fare.

AFTERNOON BOAT FOR NEWBURG, Poughkeepsie, Rondout, and Kingston, landing at Cozzens, West Point, Cornwall, New-Hamburg, and Milton, the MARY POWELL, from Vestry-st., Pier No. 39, every afternoon, at 3:30 o'clock.

FORT LEE, PALISADE PARK, AND SHADY SIDE steamers leave daily from Spring-st. at 10 A. M., 2, 3:10, and 7 P. M., landing at 23d-st., ten minutes later. Sunday time from Spring-st., 9:30, 10, and 11 A. M.; 1, 2, and 2:30 P. M., landing at 23d-st. Fare, 15 cents.

ASTORIA FERRY FROM 92D-ST., NEW York.—Two fine new boats, on twelve minutes' time; Broadway and Astor-place cars run directly to the ferry.

FOR BRIDGEPORT AND ALL POINTS ON Housatonic and Naugatuck Railroad.—Fare $1. Steamers leave Catharine-slip at 12 noon

STEAM-BOATS.

NARRAGANSETT STEAM-SHIP COMPANY.

FALL RIVER LINE

FOR BOSTON, via NEWPORT and FALL RIVER, Daily, (Sundays included,) at 5 P. M.

From Pier No. 28 North River, foot Murray-st.,

The world-renowned steamers

BRISTOL and PROVIDENCE.

Capt. A. G. SIMMONS. Capt. B. M. SIMMONS.

The most direct route to Taunton, Middleboro, Plymouth, New-Bedford, Martha's Vineyard, Nantucket, and all points on the South Shore and Cape Cod Railway. Also, through tickets to the WHITE MOUNTAINS, and all principal points of New-England and the Provinces. For tickets and state-rooms, apply at No. 241 Broadway; No. 529 Broadway, corner Spring; Broadway, corner 23d-st.; Dodd's Express offices, No. 944 Broadway; and No. 10 Court-st., Brooklyn, or at the office on the pier.

HALL'S BANDS ENGAGED FOR THE SEASON.

A. P. HALL, Superintendent.

H. H. MANGAM, General Freight Agent.

HARTFORD BOATS—DAILY LINE.—LEAVE Pier No. 24 Peck-slip, East River, daily, (except Sundays,) at 4 o'clock P. M. All persons are forbid trusting any one on account of these steamers.

W. H. GOODSPEED, Vice President.

SAXTON & SEABURY, Freight Agents, No. 112 South-st. JUNE 1, 1873.

FOR CATSKILL.

THE FLOATING PALACE, NEW CHAMPION, Leaves Franklin-st. every MONDAY, WEDNESDAY, and FRIDAY, at 6 P. M. Propeller ANDREW HARDEN opposite days, at 5 P. M.

TOURISTS' ROUTE TO HALIFAX AND THE PROVINCES via new steam-ship FALMOUTH, from Portland. Tickets and information furnished at the office of the FALL RIVER, NORWICH, and STONINGTON LINES. EXCURSION tickets to Halifax and return, $22.

REGULAR CONEY ISLAND BOAT.—DAILY Excursions to the Sea-shore. The steamer GENERAL SEDGWICK will leave Christopher-st., N. R., at 9:15 A. M., 12:15, 3:15 P. M.; Franklin-st. at 9:20, 12:20, 3:20; Pier No. 6 N. R. at 9:30, 12:30, 3:30.

EAST RIVER ROUTE TO CONEY ISLAND.—Steamer METAMORA leaves daily, 8th-st., East River, at 9:30 A. M., 12:30 and 3:30 P. M.; Pier 27 E. R., 9:50 A. M., 12:50 and 3:50 P. M.; Fulton Ferry, Martin's Pier, Brooklyn, 10 A. M., 1 and 4 P. M.

RONDOUT AND KINGSTON—LANDING AT Cozzens', Cornwall, Newburg, Marlborough, Milton, Poughkeepsie and Esopus. The steam-boats THOMAS CORNELL and JAMES W. BALDWIN leave Harrison-st., Pier No. 34 North River, daily, at 4 o'clock P. M.

BUY TICKETS TO PROVIDENCE AND BOSTON, via NEPTUNE LINE, Pier No. 27 North River; fare $4 25, cabin; $3 25, deck.

NO MIDNIGHT CHANGES.

ISAAC ODELL, Agent.

NEW-HAVEN, HARTFORD, AND THE NORTH.—Steamers leave Peck-slip for New-Haven at 3:15 and 11 P. M., (except Sundays,) connecting with road.

RAILROADS.

PENNSYLVANIA RAILROAD.

Trains leave New-York, from foot of Desbrosses and Cortlandt sts., as follows:

Express for Harrisburg, Pittsburg, the West, and South, with Pullman Palace Cars attached, 9:30 A. M., 5, 7, and 8:30 P. M. Sunday, 5, 7, 8:30 P. M.

For Baltimore, Washington, and the South, via "Pennsylvania Air Line," at 8:50 A. M. 3:20 and 9 P. M. Sunday, 9 P. M. For Washington only, at 12 M. and 12 night.

Express for Philadelphia, 8:50, 9, 9:30 A. M., 12:30, 3:20, 4, 5, 7, 8:30, 9 P. M., and 12 night. Sunday, 7, 8:30, 9 P. M. and 12 night.

For Philadelphia, via Kensington, at 7 A. M., 6:10 P. M. Sunday, 6:10 P. M. Emigrant and 2d class, 7:05 P. M.

For Newark at 6, 6:30, 7, 7:40, 8:10, 9, 10, 11 A. M., 12 M., 1, 2, 2:30, 3, 3:30, 4:10, 4:30, 5:10, 5:20, 5:40, 6, 6:10, 6:30, 7, 7:30, 8, 8:30, 10, 11:30 P. M., and 12 night. Sunday 5:20, 6:10, 8, 8:30, and 9 P. M.

For Elizabeth, 6, 6:30, 7, 7:40, 8:10, 9, 10, 11 A. M., 12 M., 1, 2, 2:30, 3, 3:30, 4:10, 4:30, 5:20, 5:40, 6, 6:10, 6:30, 7:30, 8, 8:30, 9, 10, 11:30 P. M., and 12 night. Sunday, 5:20, 6:10, 7, 8, 8:30, and 9 P. M.

For Rahway, 6, 6:30, 7, 8:10, 9, 9:30, 10 A. M., 12 M., 1, 2, 2:30, 3, 3:30, 4:10, 4:30, 5:20, 5:40, 6, 6:10, 6:30, 7, 7:30, 8, 10 P. M., and 12 night. Sunday, 5:20, 6:10, and 7 P. M.

For Woodbridge and Perth Amboy, 6 and 10 A. M., 2:30, 3:30, 4:30, and 6 P. M.

For New-Brunswick, 7 and 8:10 A. M., 12 M., 2, 3, 4:10, 5:20, 6:10, 8:30, 9 P. M., and 12 night. Sunday, 6:10, 8:30, and 9 P. M.

For East Millstone, 8:10 A. M., 12 noon, 4:10, 5:20 P. M.

For Lambertville and Flemington, 9 A. M. and 2 P. M.

For Phillipsburg and Belvidere, 2 and 4 P. M.

Accommodation for Bordentown, Burlington, and Camden, 7 and 9:30 A. M., 12:30, 2, 4, 5, and 7 P. M.

For Freehold, 7 A. M., 2 and 4 P. M.

For Jamesburg, Perth Amboy, Camden, 6 A. M., and via boat from Pier No. 1, 3:50 P. M.

Trains arrive as follows: From Pittsburg, 6:50, 10:25 A. M., 6:35 P. M., daily; 5:22, 10:15 A. M., and 3:55 P. M. daily, except Monday. From Washington and Baltimore, via "Pennsylvania Air Line," 6:40 A. M., 4:05 and 9:15 P. M. Sundays, 6:40 A. M.; and via P. W. and B. Railroad 6:40 A. M., 4:35 and 10:13 P. M. Sunday, 6:40 A. M.

From Philadelphia, 5:22, 6:40, 6:50, 10:15, 12:20, 11:55 A. M.; 2:15, 3:55, 4:35, 6:05, 7:26, 9:15, 10:13 P. M. Sunday, 5:22, 6:40, 6:50, 10:25, 11:20 A. M.; 3:55, 10:13 P. M.

Ticket-offices, Nos. 526, 435, 271, and 944 Broadway; No. 1 Astor House, and foot of Desbrosses and Cortlandt sts. Emigrant ticket-office, No. 8 Battery-place.

A. J. CASSATT, General Manager. D. M. BOYD, Jr., General Passenger Agent.

CENTRAL RAILROAD OF NEW-JERSEY
ALLENTOWN LINE TO THE WEST.

Passenger and Freight station in New-York, foot of Liberty-st. Connects at Somerville with South Branch Railroad; at Hampton Junction with Delaware, Lackawanna and Western Railroad; at Phillipsburg with Lehigh and Susquehanna Division; also, with Lehigh Valley Railroad. Direct line to Harrisburg, Pittsburg, and the West; also, to Central Pennsylvania and New-York State.

SUMMER ARRANGEMENT.

Commencing June 30, 1873.—Leave New-York as follows:

4:30 A. M.—News train for Easton, Bethlehem, Allentown, Mauch Chunk, Tamaqua, Wilkesbarre, Scranton, Sharon, &c.

6:00 A. M.—Way train for Somerville.

7:00 A. M.—Way train for Flemington, Easton, Belvidere, Bath, Mauch Chunk, Wilkesbarre, Pittston, Mahanoy City, Mt. Carmel, Hazleton, Tunkhannock, Towanda, Waverly, &c. Also, for the upper cities at Junction with Delaware, Lackawanna and Western Railroad.

9:00 A. M.—Morning Express, daily, (except Sundays,) for Easton, Allentown, Harris'burg, and the West. Connects at Somerville for Flemington at 33d-st. 10 minutes later each trip. Returning from Glen Cove, Pavilion Dock, at 7:04 A. M., and Sea Cliff at 7 o'clock A. M., and 2:30 P. M. Single fare, 35 cents. Freight received during the day until 4:45 P. M.

10:15 A. M. and 12:00 M.—Way trains for Somerville.

12:50 P. M.—Express for Flemington, Easton, Bath, Allentown, Mauch Chunk, Mahanoy City, Hazleton, Wilkesbarre, Scranton, Reading, Columbia, Lancaster, Ephrata, Pottsville, Harrisburg, &c.

2:30 P. M.—Way train for Easton, Allentown, and Belvidere.

3:30 P. M.—Way train for Plainfield.

4:00 P. M.—Way train for Easton, Allentown, and Mauch Chunk. Connects with Delaware, Lackawenna and Western Railroad.

4:30 P. M.—Way train for Somerville and Flemington.

5:00 P. M.—Way train for Somerville.

5:15 P. M.—Way train for Plainfield.

5:30 P. M.—Evening Express, daily for Easton, Belvidere, Allentown, Reading, Harrisburg, Pittsburg, Chicago, &c.

6:00 and 7:00 P. M.—Way train for Somerville.

7:30 P. M.—(Emigrant)—For Easton.

9:15 and 11:30 P. M.—Way trains for Plainfield.

For Elizabeth at 4:30, 5:30, 6, 6:20, 6:45, 7, 7:30, 8, 8:45, 9, 9:30, 10:15, 11, 11:45 A. M., 12 M., 12:50, 1, 2, 2:30, 3, 3:30, 3:45, 4, 4:30, 4:45, 5:15, 5:30, 5:45, 6, 6:20, 7, 7:30, 7:45, 8:20, 9:15, 10:30, 11:30, 12 P. M.

R. E. RICKER, Superintendent and Engineer.

H. P. BALDWIN, General Passenger Agent.

SOUTH-SIDE RAILROAD OF LONG ISLAND.

Trains depart and arrive at Roosevelt and Grand-street Ferries, New-York:

Depart.	Arrive.
8:10 A. M.—Mail for Patchogue, connecting Rockaway and Hempstead....	6:05 P. M.
9:40 A. M.—Rockaway Express.....	6:52 P. M.
10:40 A. M.—Islip Accommodtn, connect Hempstead and Rockaway Beach.....	4:30 P. M.
1:40 P. M.—Babylon Accn, connect Hempstead and Rockaway Beach....	10:35 P. M.
3:40 P. M.—Babylon Express, connect Hempstead and Rockaway Beach.....	9:45 A. M.
4:10 P. M.—Fire Island and Patchogue Ex.	10:05 A. M.
4:40 P. M.—Patchogue Acc'n, connecting Rockaway and Hempstead....	9:00 A. M.
5:10 P. M.—Hempstead and Rockaway Ex.	8:40 A. M.
5:40 P. M.—Islip Acc'n, connecting Hempstead and Rockaway.....	8:05 A. M.
6:40 P. M.—Babylon Acc'n, connecting Hempstead and Rockaway...	6:46 A. M.
9:30 A. M.—Sundays only—Rockaway Express, for Patchogue, Hempstead, and Rockaway Beach, arriving at Bushwick at.....	7:00 P. M.

Baggage checked at Roosevelt and Grand-street Ferries, New-York; or South 8th-st., Brooklyn.

L. S. CANFIELD, Superintendent.

NEW-YORK, NEW-HAVEN AND HARTFORD RAILROAD.

Passenger Station in New-York, Grand Central Depot. Entrance on 42d-St.

TRAINS LEAVE NEW-YORK.

Boston Express via Springfield, at 8:05 and 10 A. M. and 8:05 P. M., via Shore Line at 1 and 9:07 P. M.

Trains for New-Haven leave at 7:05, 8:05, (Ex.,) 9:05, 10, (Ex.,) A. M.; 12 M., (Ex.,) 3, (Ex.,) 3:55, 4:35, and 5:10, (Local Ex.,) 8:05, (Ex.,

CENTRAL PARK.

ITS APPEARANCE YESTERDAY—A DAY OF PLEASURE FOR LITTLE ONES.

Although the severe storms of the past week kept the every-day pleasure-seekers from their usual haunts, the heavy down-pour of rain served an admirable purpose in laying the dust and cleansing the gutters for that class of New-Yorkers who wait in patience all the six days of the week for a fair Sabbath. To such as hoped for sunshine, cool breezes, and dry promenades, yesterday brought the fullest fruition. At early dawn the winds blew freshly, the stars faded from a cloudless sky, and the sun arose in splendor. Soon as the morning meal had been dispatched the preparations for spending the day somewhere outside of the four walls of city habitations, were quickly completed, and every line of cars bore an animated burden of pleasure-seekers. Some were bound to the Plymouth Rock, and eager to enjoy the view of the far-reaching ocean, as this steamer promises a rare treat of this description to the lovers of the briny deep. Others carried huge baskets of edibles, whose savory odor might well compensate the unfortunates who sought a day's rest on the mosquito-thronged shores of Staten Island. At Peck-slip the Harlem boats took crowds of happy-looking people on board, and sped them swiftly past the sad-looking piles of stone and iron bars that confine so many of our fellow-creatures on Blackwell's Island, and then on to High Bridge, where so much enjoyment lies in wait for those who know where to seek it. At all the ferries there was hurry and bustle, Brooklyn sending her residents to Manhattan Island, and New-Yorkers seeking quiet nooks and shady recesses in the "beauty-spot" of Long Island, Prospect Park. But outside attractions can never rob Central Park of the many who ever find pleasure in the varied scenery of the people's play-ground.

The park looked only the brighter for the refreshing rains that fell in such profusion during the past week. The promenades were thronged with the young and the old, the grave and the gay, while some tripped along with the bounding step of youth and the exuberance of health flashing from the eye, and apparent in every limb; others there were whose halting step and weary air told too plainly that youth had fled and health had departed with it, but, nevertheless, nature still has charms that grow dearer as life wanes, and the aged and the invalid seek the balm afforded by the glowing loveliness of the swarded Mall, the pine-clad summit of the terrace, the cool plash of the fountain, or the rippling of the lake. Some few indulged in equestrian exercise, for the dust is deep laid by the recent rain, while many more enjoy the invigorating air as they loll back in luxurious equipages, and take "solid comfort while they"—ride. The general aspect of the park is that of serenity, but "deep down in the valley" where the water rushes along in a gully, some youngsters revel in the work of the storm, for there, with its great trunk prostrate on the hill-side, lies a "monarch of the wood;" the branches are broken in many places, and the long straggling roots rear their earth-ridden shoots upward like the trees in the world of chance. Nobody pays respect to "fallen greatness," so this score of urchins bestride the prostrate tree, run and creep out on the swaying limbs, swinging like so many squirrels. Some of these lads are nicely dressed, their best "bib and tucker," no doubt, being donned for a stroll in the Park, but what do they care for clothes so long as they can indulge in the wild delight of climbing, riding swaying boughs, and plunging into the depths of the rich, green foliage that will soon wither. To-morrow "mother" will demand an account of the destruction of clothing wrought with such recklessness, and, perhaps, "patch" the tears with a rod from any other tree she finds handy. All children who frequent the park cannot bestride the trunks of fallen trees, so there were many of the boys who stood about the fountain conjecturing what the little fellows who support the upper basin could be thinking about; one gamin declares that the boy with his finger at his lip is warning the others to look sharp—"he looks jest as if he was sayin', 'look out, there's the cops.'" "I say," cries another critic, "them boys don't have to pay three cents for no bathin' towel, cos if they did they couldn't get such big ones." Another wishes he could "go a fishin' in the pond; its big enough, and them gol' fish is the purtiest things I ever see."

Adult parties seek the cozy bay-windows of the casino, and indulge in juicy porter-house, crisp potatoes, and St. Julien; while Pater Familias, with his numerous progeny, hies him to the dairy, and soon his youthful flock immerse their noses in mugs of fresh country milk. Emboldened by this indulgence, they no sooner emerge from the lacteal refreshment than each and every one of these "little darlings" clamor for a ride in the goat carriages. They are finally disposed of in the swings and, twilight is upon us ere a mass of fleecy clouds begins to gather darkly near; Pater Familias gathers his treasures and starts homeward, when a deep roar attracts young hopeful, and they pay a visit to the animals. The baby elephant turns its head and makes a piteous appeal for the nicknacks that tickled its palate when it enjoyed the shelter of the menagerie, but since it has been fully greed in the grass these have been denied it, simply because its chain is too short, or its friends' arms not long enough to span the space beyond the barrier. The rattle-snakes coiled in their den, the monkeys playing antics in their cages, the chattering macaws, the happy family, the porcupines, the birds and tigers, the panthers and bears, all receive a visit, and as night draws on the cable above about her the park sinks into quiet, and the refreshed visitors seek their homes, it is to be hoped, with a feeling of thankfulness for the blessings of the day.

ALONG THE WHARVES.

SCENES ALONG THE RIVER FRONT—HOW THE POOR ENJOY SUNDAY.

The temperature, which for the last few days had been unusually cool for August, resumed its natural warmth yesterday, and the consequent rush of pleasure-seekers from the City was enormous. From an early hour in the morning the various steam-boats and railroads were patronized by crowds of excursionists eager to spend a day on the water or in the country, and in some instances the traffic was so great that the usual Sunday excursion-trains were found inadequate to accommodate those wishing to travel, and extra cars had to be put on. The boats running on the Hudson and up the Sound as well as the Staten Island and Coney Island boats were crowded to their utmost capacity, and the Harlem boats, which start at short intervals, carried immense numbers on every trip.

Great as was the exodus of pleasure-seekers from the City, there was still, of course, a vast number remaining behind, who, not being so fortunate as to avail of one of the numerous excursions, had to amuse themselves as best they could. Central Park, as usual, proved the great centre of attraction, and thither visitors poured in a continuous stream from morning until night.

There are in the City, however, a large number of the poorer classes who spend their Sundays within a few dozen yards of their humble homes, and in many cases at their very doorsteps, and probably enjoy themselves after their own fashion as thoroughly as the fashionables who patronize the drive or the park. This feature in City life is particularly noticeable along the river fronts on the east and west sides, among the families of those who earn their livelihood in the vicinity where are congregated vessels representing every clime in the universe. These people may be said to live and die among the wharves, so indifferent are they to everything outside the immediate sphere in which they live. Their mode of spending Sunday particularly illustrates this peculiarity. Immediately after the morning meal is disposed of, the male members of the family betake themselves to one of the pier-heads in the locality, and occupy themselves according to their respective tastes. Fishing seems to be the universal pastime, and the pursuit of this occupation is indulged in to the utmost by old and young. The success of the sportsmen is generally very good, but it not unfrequently happens that those who profess to be acquainted with the best fishing-grounds in the locality find themselves with a poorly-filled basket at the end of the day. The young street Arabs in the locality make the piers their home, and alternate their juvenile sports by frequent bathing, and—when a boat can be stolen for an hour—rowing, to the intense delight of the older residents, who look on approvingly. In the afternoon and evening the women and children turn out in great force to enjoy the breeze from the river. They sometimes form in groups around the doors, and retail stories of the old land for the thousandth time, generally finishing by striking up a lively song, in which all join. The few strangers who do pass are closely scrutinized, and the wardrobes of the ladies praised or condemned, according to the taste of the critics. The men generally sit apart and discuss the prominent topics of the day—the discussion being sharp and witty, though not exactly in accordance with acknowledged parliamentary rules. It is on the wharves, however, that the great bulk of these people congregate. Men, women, and children occupy every available seat commanding a view of the river, and appear delighted with the lively scene before them. The various excursion and ferry boats, constantly passing with their living freights, are always objects of interest to the spectators on the pier-heads, who good-humoredly shout and wave their handkerchiefs to the excursionists. Sometimes a pleasure party in a small boat comes along, and its occupants are immediately subjected to a fire from the dock-gasers, who will not lose the chance to make a joke, and a friendly war of words ensues, in which, as a rule, the occupants of the boat come off second best. The appearance of one or two of the open-air preachers who labor along the docks always causes a commotion among the habitués of the place. Generally speaking, the majority of the people either vacate their seats and go beyond hearing distance until the preachers have finished, or maintain a sullen indifference. A great number of the curious and a few religiously disposed, however, gather round the laborers in the cause of religion, and conduct themselves admirably during the services. The writer, anxious to ascertain what attraction the old rotten piers of the City possessed for these people on Sunday, questioned an old 'longshoreman, who sat smoking, and reading the newspaper for his wife on the pier-head, while his sons fished beside him. The old veteran smiled and said: "I have lived along this river for thirty years, and have spent every Summer Sunday but four or five, in all that time, with my neighbors around the docks. I don't care for their steam-boat or railroad excursions. I have good air and good amusement here, and it don't cost me anything. We take more pleasure in looking at the steam-boats passing than if we was aboard of them, and we can tell you the name of every one that passes from morning till night. I remember the time when it was easy to count the steam-boats, but now they are putting more and more on every day, but I like to see them passing. Why, us fellows find a world of fun roaming about among the vessels talking to the crews and listening to their stories. We spend a quiet day here, in the cool breeze, and go to bed contented and happy. The boys and girls, of course, go on excursions every Sunday,—they don't care for the docks when they get a little old—but the old people and the children, why, we lay around here, and have as much pleasure as them." The observations of the old man, which were coincided in by a number of his neighbors who stood by, show that there exists in this great Metropolis a large class of people who never venture on Sunday beyond the neighborhood in which they live, and are thankful for the blessing afforded them of spending their days among the wharves.

EDUCATION IN THE SOUTH.

ADDRESS BY HON. J. C. GIBBS, OF FLORIDA.

Hon. J. C. Gibbs, (colored,) Superintendent of Public Instruction of Florida, was advertised to deliver an address last evening, at Republican Hall, before the congregation of the Shiloh (colored) Presbyterian Church, (Rev. Henry Highland Garnet, pastor,) upon "The Duty of the North and the South in the Work of Reconciliation." The speaker announced, however, that it had been deemed prudent that he should read instead an address upon "Education in the South," recently delivered by him before the Educational Convention at Elmira. There were 3,000,000 illiterate people in the South, and our country had learned what may be the result if these people were not educated. The education of the masses was indissoluble from our safety. Usefulness was the standard of measurement of a man, and we must educate to make him useful. After alluding further to the importance of this educational matter, and to the disastrous condition of Florida and other Southern States after the war, the speaker said that there had been an imperfect system of free schools for the whites in the South before the war, that they were regarded as charity schools, and even the poor whites would not send their children to them. The poor whites had indeed good reason to be stanch Union men. He could not do better than read the following figures from the United States census reports, showing the educational condition of the South:

	School Attendance.	Illiterate.
Virginia	153,000	496,000
Georgia	77,000	488,000
Alabama	77,000	369,000
Arkansas	62,000	111,000
Louisiana	51,000	257,000
Maryland	105,000	114,000
Mississippi	311,000	291,000
North Carolina	65,000	368,000
South Carolina	41,000	265,000
Texas	65,000	189,000
Florida	18,000	71,000
Total	1,104,000	2,860,000

Could they help feeling that these figures must appeal to every Christian? Had we not a missionary field in our midst? He appealed to them in behalf of the thousands in the South who are firmly bound in the shackles of ignorance. As to the condition of Florida, he said that its population was about 200,000. There were 62,872 children of the school age, and only 18,000 attending the 400 schools for an average of four months in the year. There are 71,000 persons in the State who cannot read and write, of whom 52,000 are colored. The speaker read other statistics, showing the advantages of Florida in a sanitary, agricultural, and commercial point of view, and asserted that there are millions of acres of public lands which can be had by settlers under the Homestead law. The State debt of Florida was unfortunately too large, but the condition of the State as to law and order was very good. This led the speaker to allude to the uniform good conduct of the colored people all over the South, and to their wonderful eargeness to learn. He spoke of the freedmen's savings banks, and the remarkable fact that within seven years the negroes who, ten years ago, owned absolutely nothing at all, have now on deposit $4,000,000 in savings. The speaker eulogized earnestly the school-teachers, nearly all of them men who had gone to the South on their mission of love, and had endured ridicule, persecution, and sometimes sacrificed even life itself. He called down God's blessing upon them, and asked that the national schools of learning be thrown open to the 4,000,000 newly-freed colored people.

RAILROAD PROPERTY.

THE EQUALIZATION OF ASSESSMENTS IN ILLINOIS—MEETING OF THE STATE BOARD.

An important meeting of the Illinois State Board of Equalization is now being held, and to it the Springfield *Journal* refers as follows: "Perhaps it is more important in its consequences than any session which will be held for many years, for the plan adopted by this board will probably be followed by succeeding boards for a long period. The new system of a cash valuation is to be inaugurated in good faith, or the recent law upon this subject will be trampled upon and disregarded. The gross inequalities in the burden of taxation are to be removed, so that every portion of the community will be compelled to bear its proportionate share, or the rankest injustice will still continue to be perpetrated under the appearance of law and the sanction of authority. Visible landed property will be relieved to some extent from the crushing weight which it has hitherto endured, or hidden capital will still be concealed and be permitted to escape its just responsibilities. The demands of the agriculturists, who are groaning beneath the weight of taxes and other burdens, will be heard, or the wealthy monopolist will achieve another victory over the just requirements of labor for equal rights. The returns from the various counties show a very great difference in the assessment of the values of the same kind of property. The equalization of these assessments is very important, but the great absorbing question will be how shall the railroads be assessed? Shall they be allowed to pay taxes on a valuation of $25,000,000 only when their property is worth about $250,000,000, according to their own returns, or shall they be permitted as heretofore to pay taxes on one-tenth of their value? The valuation of other property will be increased from about $500,000,000 to about $1,500,000,000. Shall not the railroads be compelled to pay their fair proportion of taxation, according to the value of their property? That is the question to be determined by this Board of Equalization. Their power over it is almost supreme. Their decision will probably be final. Railroad influences will, no doubt, be used to warp their judgment and control their action. But they will not meet the expectations of the people unless they adopt the returns of the railroad corporations themselves as the basis of value. How can this be avoided? It is idle to say that a railroad is worth a certain sum for one purpose, but for another purpose is worth only one-tenth of that sum. If it is worth a certain sum for any purpose, that sum being the highest, is the fair cash valuation by which the Board of Equalization should be governed."

DEATH FROM FRIGHT.

The singular circumstances connected with the death of the wife of Thomas Ferguson, of Cleveland, Ohio, on Thursday last, are thus narrated by the *Herald* of that City: "About 7 o'clock Wednesday morning Mrs. Ferguson went to the house of her brother-in-law, near by, on an errand. Coming out of the house to return home she was followed by a small pet dog belonging to her brother-in-law. One of the dog-killers employed by the city was making a crusade in that neighborhood, and catching sight of this little animal went for it. Mrs. Ferguson called the dog to her, in order to save him from the slayer. The latter, who was but a few paces from her, raised his gun and aimed at the dog beside her. The woman saw the weapon pointed, as it seemed to her, directly toward her, and supposing it would be discharged, she screamed with fright and ran home. On entering the house she sank upon the floor, pale and trembling violently. She was barely able to tell her husband the cause of her fright, and soon afterward was seized with severe convulsions. These continued throughout that and the following day. In spite of all that medical skill could do, she sank rapidly, and died between 4 and 5 o'clock Thursday afternoon. The deceased was twenty-one years of age, and had been married five months. She had been in good health, and no other cause than that given above can be assigned for her death. We could not learn the name of the man whose criminal carelessness, in his greed to obtain the paltry sum paid for killing dogs, caused this sad bereavement. He was violating the dog ordinance, which provides that all shooting of dogs must be done before the hour of 6 o'clock in the morning, for the express purpose of avoiding the danger to persons on the street."

THE NEWARK EXHIBITION.

ACTIVE PREPARATIONS FOR THE APPROACHING INDUSTRIAL EXPOSITION.

Very active preparations are now making by the manufacturers of Newark, N. J., for the Industrial Exhibition of 1873, which opens about the 1st of September. The effort made last year, and which, to the surprise of every one, but more particularly to Newarkers themselves, was a complete success, was but an impromptu affair, gotten up under the impulse of the moment, and was not expected, in the beginning, to assume very great proportions. So gratifying, however, was the result, that those who interested themselves in the movement decided upon forming a permanent organization. Meetings were accordingly called, the attendance at each of them being large, and the feeling in favor of the project very enthusiastic. Ultimately a charter was obtained from the Legislature, and under its provisions a new organization was formed. The new Board of Directors is composed almost wholly of leading manufacturers, men of energy and large experience, Hon. George A. Halsey being President, and Mr. Albert M. Holbrook Secretary.

Though most of the gentlemen comprising the new Board of Managers served in the same capacity last year, the work of organizing and preparing for the forthcoming exhibition has been arduous, yet, during the past two months they have accomplished a vast amount of work, and succeeded in interesting almost every manufacturer (of whom there are about 1,800 in the City) in the "coming event of the year," and it is confidently believed more than double the number of exhibitors last year will be secured. In order to accommodate this large increase additional room was necessary, and for some time it was difficult to tell what action the board intended to take in the matter. They were evidently determined to purchase, but there were so many conflicting opinions as to which of the sites presented for their approval was the best, that at one time it was a question whether or not they would have to hire the Rink again, no other building in the City being so well adapted for the purpose. After many consultations it was at last decided to purchase the rink property and all the surrounding ground, amounting to over two acres, on which to erect permanent buildings, the total cost of which will amount to about $125,000. This arrangement was carried into effect a few days ago. The exhibition building (work on which has already been begun) this year will consist of the Rink, a very large building, adjoining which will be a large two-story brick structure, the first floor of which will connect with the same floor of the Rink, making an immense room, capable of accommodating a far greater number of exhibitors than were present at last year's exhibition. The second floor of the new building will be divided into committee-rooms, a very large hall being reserved for exhibitors. A spacious room will be set apart for the restaurant upon this floor, which will be under the management of one of the best caterers of the City. The new building alone will contain over an acre of space for exhibitors' use.

The peculiarity of this Newark exhibition, and wherein it differs from all others yet held in this country, lies in the fact that it is devoted to Newark industries alone. The American Institute, of this City, which is preparing a better and a more extensive exhibition than ever before, the Cincinnati, Louisville, and St. Louis Exhibitions, draw largely upon the industries of the whole country for their displays, and consequently are enabled to provide most magnificent affairs. The Newark Exhibition can hardly be drawn into comparison with them, yet there are so many varied articles produced there that, should all those participate who have made application for space, a very creditable and exceedingly interesting exhibition will be the result.

The interest taken in the present movement is very general and somewhat surprising, too, to those acquainted with the usually quiet, steady demeanor of Newark's citizens. Certain it is no scheme, of whatever nature, seems to have so thoroughly aroused the progressive spirit, and though during the past season business of all kinds has been dull, yet there is scarcely a producer of any kind to be found who does not expect to have "the finest assortment of articles" that will grace the exhibition. Where so many manifest a determination to excel, it may reasonably be expected that the exhibition, in its entirety, will be rather imposing in character.

A new feature will be introduced in the exhibition this year, and which ought to characterize all public efforts of this kind wherever practicable—the exhibiting of the various processes employed in manufacturing from the raw material, and the introduction of the machinery itself, and the operator to work it. To look upon a case of beautiful goods, no matter of what description, affords great pleasure to the eye, but no more; and where so many attractive things of this character abound the general visitor is apt to pass all by without a more than ordinary inspection. The processes by which such articles are produced, and by the studying of which one can only place a correct estimate upon their value, should be prominently brought out, and made a special feature in all industrial exhibitions. The extent to which this will be carried out by the Newark Institute managers will be closely watched by every other city which rejoices in the possession of an institution of this kind.

There has been considerable discussion among the people of Newark, the subject being first broached by the Press, as to the advisability of making a State affair out of the exhibition. The matter has been talked of for some time, and the general impression appears to be that this will ultimately be the result. It is argued by those advocating this course, that Newark has accomplished her purpose in establishing her claims as one of the largest manufacturing cities in the country, and can now afford to be generous toward the rest of the State, and extend her influence for their benefit as well as her own. Others advance somewhat similar reasons, arguing adversely that, having accomplished what no other city has ever yet succeeding in doing, the exhibition should always remain exclusively a Newark affair. The majority are apparently in favor of the former course, but it is idle to speculate upon what may happen, it being too late for any movement of this kind to be successfully carried out this Fall.

THE NEW FLOWING OIL WELLS.

The eight large wells recently struck on the Starr and Troutmann farms are represented to exceed in average production anything known within so limited an area since the early days of Pithole. The Titusville (Penn.) *Herald*, says: "The first of these wells is the Troutman, struck last Spring, which started up at about 600 barrels, and is now doing about 450. There are now seven other wells in this immediate vicinity, doing respectively all the way from 500 to 1,300 barrels per day. Their names are as follows: The Boyer well, 700 barrels; the two Satterfield & Taylor wells, 600 barrels each; the Percy & Beck well, 600 barrels; the Thompson & Harley well, 950 barrels. The Dean's well, struck last Saturday, is doing 1,300 barrels. The last of the eight is the Capt. Gracie well, struck last week, doing about 700 barrels. There are seventy-four more wells now going down in this vicinity, within a radius of about a quarter to half a mile, which will be finished within the next thirty days. The best informed judges place the present production of the region at 30,000 barrels per day. The excess is being rapidly brought up at low figures by speculators, who believe that a reaction must eventually ensue. It is highly probable that oil will be very cheap for some time, but how cheap no one can tell. The pool of oil which has been struck will, owing to the large number of wells sunk over it, unquestionably, like its predecessors, become rapidly exhausted, and the low price will discourage new developments and have a tendency to shut down many of the smaller wells. Meanwhile the heavy shipments of cheap oil to Europe will open up new channels of trade. The demand will in future be increased in proportion, and a reaction with high prices will, judging from past experience, not diminish the demand. China and Japan are now taking considerable oil, and this trade, which is comparatively new, can be pushed to an almost unlimited extent. The present sudden and unlooked for increase of our product, with resultant low prices, will, therefore, in the long run, be likely to prove advantageous to the interests of the region."

RELICS OF WASHINGTON.

Secretary Belknap has obtained a large number of manuscript letters and orders of Gen. Washington, among them his general order book, in which all orders are written in his own hand. One of these orders gives details for the fortification of West Point, including the names of the men employed on the work, and another is in reference to profanity in the army, expressing his disapprobation of it in strong language. The Secretary will have these papers and orders prepared for proper publication.

FOOTE'S DUELS WITH PRENTISS.

In his reminiscences contributed to the Washington *Chronicle*, Hon. Henry S. Foote speaks as follows ot his duels with Sergt. S. Prentiss: "In the Winter of 1839-33 I had a personal dispute at the Bar with the famous S. S. Prentiss during the trial of a capital case of much importance. His language, though sufficiently retaliated by me at the time, induced me to send him a challenge, which, I ought never to have thought of doing. He promptly accepted, proved a far better shot than myself, and wounded me very painfully in the left shoulder. We adjusted our dispute before we left the ground. An indiscreet friend or two of his spoke disparagingly of my conduct on the occasion. I was highly exasperated, and wrote him a note demanding whether he had given his sanction to this act of injustice. He at once denied doing so. I published the correspondence. He placed such an interpretation upon my letter to him as gave him much offense. He proposed reopening the fight, which we did on exceedingly desperate terms. He shot me down, giving me an exceedingly dangerous wound. In three months we were good friends, and lived in the greatest amity and harmony up to the period of his death, which happened in 1848."

THE WEST ALBANY MURDER.

THE INFORMAL EXAMINATION OF THE WOMEN ARRESTED IN BROOKLYN.

Albany papers give a few additional details concerning the mysterious murder of John D. Weston, of Brooklyn, in West Albany. Mrs. Weston, Mrs. Lowenstein, and Mary Cochran, the three women arrested at Weston's house, Brooklyn, on Thursday evening, reached Albany, in charge of the detectives, on Saturday morning, Mrs. Weston having an infant, three months old, in her arms. The *Evening Journal* thus describes the party, and gives the results of the preliminary examination:

"Mrs. Weston is a pale, sad-faced woman, with rather sharp features, blue eyes, light hair, inclining to brown, and is apparently about thirty years of age. She is about five feet three inches in height, and was attired in a green and white check dress with overskirt of the same material. She sat bareheaded in her cell, and the child seemed to claim all her attention. Mrs. Hannah Lowenstein is nineteen years of age, and was married to Lowenstein on the 29d day of June last. She is of small size a decided brunette, with handsome regular features, lustrous black hair, and brown eyes. She was neatly, but not richly, attired in a light buff-colored skirt, black silk sacque, edged with thread lace, neat white lace collar, secured at the throat by a green and white ribbon tie. A straw turban jockey, trimmed with black velvet, and a single flower, completed the description. To judge from her appearance, she is a very attractive woman. Miss Mary Cochran, the third of the trio, is nineteen years of age, medium sized, with handsome features, brown hair and eyes, and a sort of fearless expression on her face, which adds to her attractiveness, and inclines one to the opinion that she is a decidedly pretty girl. She was dressed in a green skirt, black silk redingote, lace collar, and straw turban jockey, trimmed with brown ribbon. She will prove the most important witness on the trial. During the forenoon the Police Head-quarters was besieged with crowds of the curious, who were anxious to gain a view of the women, and to be present at the examination, if one took place. But in this they were foiled, as even the reporters were denied admission to the presence of either of the women, at the request of District Attorney Moak. Mr. Moak soon after arrived at head-quarters, and was shown into the Police Commissioners' rooms. Shortly afterward Miss Mary Cochran was conducted thither, and was subjected to an informal examination, which lasted nearly three hours, as to her knowledge of the affair. The examination took place in the presence of the Brooklyn detectives, Chief Maloy, and Detective Malone. While this was being proceeded with Coroner Harrigan bought down from the Almshouse a package of clothing, obtained from the woman worn by the murdered man, and stripped from his body before being buried. This bundle was opened, and the contents were taken into the Second Precinct Station-house and exhibited to Mrs. Weston. After carelessly glancing over the various articles, she unhesitatingly identified them as the ones worn by Weston at the time he left home. While making the identification she did not seem to be much affected. This settled beyond a doubt the fact that Weston was the murdered man. Dr. Haskins, who conducted the post-mortem examination on the body, also brought to head-quarters, inclosed in a small pasteboard box, the bullets which had been extracted from the body of the victim, after its removal to the Almshouse. Of these there were nine or ten, only one of them, however, being near its original shape, except the one which went through the unfortunate man's heart. It will be recollected that the detectives who arrested the women found a small Smith & Wesson's seven-shooter in Weston's house, which had been discharged, and this the Brooklyn detectives brought up with them this morning. Mr. Miller, on being handed to the chambers, was found to fit perfectly, and thus another important link was furnished in the chain of evidence. At the close of the informal examination of Mary Cochran, District Attorney Moak said to our reporter that the statement of Miss Cochran was sufficient to satisfy himself and the detectives beyond all question or doubt that the murderer of the body found in the ravine was Emil Lowenstein, alias Livingston, and of the husband of John D. Weston. A further and important fact revealed by her statement was that Lowenstein murdered Weston for his money, and not from any desire to possess the latter's wife. Mr. Moak stated that he entertained doubts as to the guilt of the murdered man's wife, and was inclined to the opinion that she knew nothing whatever of the transaction, and did not even suspect that he had been murdered until Tuesday of this week. On the contrary, the girl's statement showed that Weston's wife believed, up to the time mentioned, that he had drawn his money from the bank and deserted her and her children. In connection with this, it may also be stated that, from the information already obtained, both the District Attorney and the police authorities are of the opinion that she was not with her husband at the time he was murdered. The District Attorney further informed our reporter that himself and the police authorities were in possession of information which it is thought may lead to ascertaining the present whereabouts and ultimate arrest of Lowenstein, the murderer. The three women have been committed to the custody of Detectives Malone and Freeman, and Officer Costigan, of the District Attorney's office, for the present, who will see that they are provided with everything needful. The District Attorney had an interview with Mrs. Weston this afternoon, and believes she will be able to show she was in Philadelphia when absent from home last week, in search of her husband, and also that she was in New-York, seeking a warrant for the arrest of Emil on suspicion of robbing her husband when away this week."

THE CHOLERA.

ITS APPEARANCE IN CHICAGO—ONE LOCALITY ONLY AFFECTED.

Of the reports concerning the appearance of the cholera in Chicago the *Evening Post* of that city thus speaks in its issue for Friday last: "A disease in the nature of Asiatic cholera has been alarming that portion of the city south of Twenty-ninth and between Burnside and Arnold streets. It made its appearance as early as the 1st of June, and, aided by the ignorance of many of the people in the locality, by the absence of drainage, by the use of surface wells, and by the general squalor of a neglected district it has made some headway. The deaths have not been numerous, but have been sudden, principally because physicians were not called at the proper moment, or, when called, their instructions were neglected. This fact has been known to the medical profession, to the Board of Health, and to the newspaper Press, but neither saw in it occasion for alarm. Dr. Davis has had a case or two. Dr. Boyd, having his office in the neighborhood already named, has been called to attend several cases, some of which were fatal. Dr. Ben. C. Miller, the Sanitary Superintendent, has deemed it prudent to establish a cholera hospital at the corner of Thirty-third-street and Wentworth-avenue. So far only five patients have been treated there, and the Doctor declares that while there are some cases of cholera, all occurring in the section alluded to, yet there is not the slightest occasion for general alarm. As proof of this he calls attention to the fact that while these cholera cases have been called cholera morbus in the health report, yet there were only four more deaths from that disease last week than during the corresponding week of 1872. Dr. Rauch, late Sanitary Superintendent, acknowledges that he has seen some cases of cholera, but they could be traced to local causes. He is confident that the city will see no more of the disease than it has already, if as much in addition. And it would be unwarrantable, in his judgment, to excite apprehension or alarm. Comparing 1866 with the current year, Dr. Rauch says: 'That was a wet year, and everything was favorable, so far as atmospheric influence goes, to the spread of the cholera. This season is the reverse, and is a damper on any epidemic. I deem it nonsense to argue from the pronunciation of last scourge visitation. But there are some physicians in town who are extremists on this subject, and who can smell cholera when the first breath has left the Asiatic shores. I am perfectly assured that there is not the slightest cause for fear, and that Chicago has no cholera which is not under sanitary control.' As has already been announced the Board of Health has appointed a physician for the district infected. Dr. Simonds, who has attended some cases which he unhesitatingly pronounces cholera. Lake water has been introduced into the district, and every effort suggested by sanitary science is being used to confine the disease to the locality in which it appears. People who are prudent in their diet and cleanly in their surroundings need have no fear. People who are careless in both particulars will see the necessity for a change. A woman named Mary Haley, who resided at No. 696 Archer-avenue, was taken suddenly ill with some disease resembling colic at 4:30 o'clock yesterday afternoon, and, despite every medical effort, expired at 1:30 o'clock this morning."

WHAT A GENTLEMAN REPORTS.

The South Bend (Ind.) *Tribune* of Friday tells a much more alarming story, saying: "A gentleman who arrived in this city to-day from Chicago, says that however much the papers may try to keep it secret, there is much cholera in that city, and there has already been between 200 and 300 deaths, and it is constantly increasing in violence."

BLINDED BY LIGHTNING.

A Schenectady paper says that during a thunder-storm, on Tuesday last, the wife of Patrick Fitzgibbons, at Crandell's Corners, Washington County, was struck by lightning, which felled her to the floor insensible. Dr. Mosher was called, and found her in a very critical condition. She is deprived of her eye-sight, and it is thought that she can never recover it. She was standing near the door, washing dishes, at the time. There is no trace as to where the thunderbolt struck, as the house and the trees near it are untouched.

CITY AND SUBURBAN NEWS.

NEW-YORK.

Frederick Kalb's liquor-store, No. 97 Bleecker-street, was damaged $300 by fire last night.

The third Monday motion calendar will be called in Supreme Court to-day before Justice Daniels.

Martin Colman, of No. 109 Clinton-street, who was arrested for having in his possession seventy-three dozen kid gloves, denies having admitted that he stole the articles.

The passengers on a University-place car, coming down-town last evening, were considerably amused. The conductor was drunk, and the driver was drunk, and only very honest people paid their fares.

William Berystrone was arraigned yesterday at Essex Market, before Justice Scott, charged with stealing a quantity of clothing from the Sailors' Home in Cherry-street. He was held in $1,000 bail to answer.

Jones' Wood was attended by large crowds of visitors yesterday afternoon. At the pavilion the Ninth Regiment Band gave one of its popular concerts, for which a rich programme had been prepared.

Officer Phelps, of the Twenty-first Precinct, yesterday arrested Hugh McGuire for beating his wife. He was held for trial in $400 bail for attempting to wound the officer with a knife, and in $300 on his wife's complaint.

William Purdy and Joseph Brennan were yesterday charged by Officer Hecin with stabbing James Brown, who is confined to his bed in consequence. They were held at the Yorkville Police Court to await the result of his injuries.

The Suavian Saengerbund, yesterday, went in a body in the Schuetzen Park, at Union Hill, where the day was spent in social pastimes and vocal and musical exercises. The New-York Turnverein passed the day at the Lion Brewery Park.

Yesterday evening James Smith, nineteen years old, of No. 421 East Fourteenth-street, and John Rooney, of Seventeenth-street and First-avenue, had an altercation, followed by a fight, in the course of which Rooney bit a portion of Smith's ear off, and escaped.

Late on Saturday night two men, named Jas. Rogan and Hugh Brady, were arrested while attempting to rob John O'Neill, of No. 344 Second-avenue, of his watch and chain, in a liquor saloon. They were brought before Justice Scott, at Essex Market yesterday and held for examination.

Last evening fire was discovered in the basement of the Central Market, corner of Forty-eighth-street and Seventh-avenue, owned by Henry Sacks, of No. 19 West Twenty-sixth-street, and occupied by various stand-keepers. The building and stands were damaged $1,500. Insurance and cause of fire unknown.

The New-York Maennerchor and its friends went yesterday on an excursion on the Hudson in the steamer Wyoming, which had been chartered for that purpose. The excursionists went as far as West Point, and landed at Highland Falls, where part of the day was pleasantly spent in social enjoyments.

Alexander Gunson, an English laborer, living at Englishtown, N. J., came to Castle Garden on Saturday to meet his wife and children, whom he expected to arrive from England. While there he was enticed up Broadway by a confidence operator, who bore the name of Gunson, and a security gave Gunson a worthless check for $3,700 on the Third National Bank.

Officers Curley and Leahy, of the Sixth Precinct, yesterday morning arrested Thomas Murray and James McGuire, two notorious members of the Roosevelt-street gang, who broke into Lewis' importing establishment, No. 63 Duane-street, and stole $600 worth of goods. A quantity of other goods found were packed up in bags ready for removal. The prisoners will be arraigned at the Tombs to-day.

BROOKLYN.

Edward Cummings, who was run over by a De Kalb-avenue car, near Washington-avenue, on Friday last, died yesterday at the City Hospital.

On Saturday evening Officer Beecher arrested a vagrant in Gates-avenue, and took him to the Ninth Precinct Station, where he gave his name as William Loomis, aged thirty-six years, with neither home nor occupation. When the cells were opened at 5 o'clock yesterday morning he was found dead, the cause of death being supposed to be habitual intemperance.

On Saturday evening, Jennie Dieder, four years of age, was run over and instantly killed on South Fourth-street, Williamsburg, by a farm wagon, the driver of which whipped the horses to a full gallop, and escaped immediately after the occurrence of the accident. The body of the child was carried to the residence of her parents, No. 404 South Fourth-street.

At 1 o'clock yesterday morning, a young man named Samuel Salt, a resident of Harrison-street, was found lying insensible on the sidewalk in Broadway, near Cooper-avenue. On being carried to the station-house it was found that his skull had been fractured. He stated that while on his way from a picnic at Broadway Park he had been knocked down at the place where he was found.

LONG ISLAND.

In overhauling and classifying the records of the town of Huntington it has been ascertained that a large lot of valuable papers are missing, together with the records of the Board of Trustees prior to 1873, and the assessment rolls of taxes for 1862, 1863, 1864 and 1865.

The new Roman Catholic Church of the Blessed Virgin, on Newtown-avenue, Astoria, was dedicated yesterday morning by Bishop Loughlin, of Brooklyn, who was assisted by Fathers Malone, Schnieder, and Phelan, the latter being the pastor of the church.

The residents along the line of the Smithtown and Port Jefferson Branch of the Long Island Railroad complain that the engineers neglect to ring or whistle upon approaching the crossings. The curves on this road are so abrupt and the cuts so deep that it is feared serious casualties may ensue, unless the matter is corrected.

E. Hubert and Frank Albin, of Yaphank, were arrested on Saturday and arraigned before Justice Smith, of Patchogue, on the charge of taking trout with a net out of Carmans River, the property of the South Side Club. Hubert pleaded guilty to the charge and was fined $50. Albin failed to appear, and forfeited his bail. Wm. Hawkins, of Yaphank, has also been arrested for poaching in the same stream.

NEW-JERSEY.

The Delaware, Lackawanna and Western Railway Company has notified the "squatters" at the head of Provost-street, Jersey City, to vacate their quarters by the 25th inst., in order to make room for intended railway improvements.

James Watson, a well-known resident of Market-street, Paterson, died very suddenly Saturday night at his residence. He retired in good health about 11:30 P. M., but arose shortly after and complained of feeling unwell, drank a glass of water, lay down again, and expired in a few minutes. It is believed that death resulted from heart disease.

A horse and wagon were stolen from the stable of Henry Frane, in Passaic, Saturday night, and yesterday a man, who gave his name as James Armstrong, of Greenwood, N. Y., was arrested in Paterson with the property in his possession, and was committed for trial. He claimed that he had found them tied to a post by the roadside, and that as he was somewhat intoxicated he conceived the idea of taking a ride, but had no intention of stealing.

The examination of the affairs of the Hoboken Savings Bank is progressing slowly on account of the lack of promptness on the part of depositors who have been requested to hand in their books. More than 3,000 pass-books have already been examined, and about 2,000 remain outstanding. The discrepancies between these and the bank ledgers are not so great as was feared, and it is now thought that the entire amount of the defalcation will not exceed $40,000.

ANOTHER LIGHTNING FREAK.

Most of the country papers have told of queer freaks by lightning this Summer, but no one of them all has surpassed the Pitt